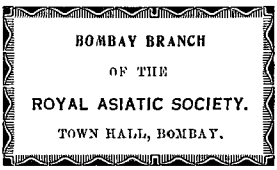
Report by the Railway Board
on
Indian Railways
for
1938-39 & 1939-40
(Vols. I & II)

00134520



Digitized with financial assistance from

Government of Maharashtra

on 01 February, 2020

Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 5-12-0 or 9*s*. Volume II, Rs. 5-0-0 or 8*s*. (1937-38).

(2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3*s*.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published quinquennially. Price Rs. 6-0-0 or 9*s*. 9*d*.

(4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20 or 31*s*. 6*d*. (Corrected up to 1st July 1937).

TECHNICAL PAPERS.

(5) Over 306 papers have been published by the Railway Board's office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.	*Name.*	*Author.*
No. 72.	The design of well foundations for bridges	(Compiled.)
„ 148.	Statistics of railway working expenditure	G. DEUCHARS.
„ 153.	River training and control on the guide bank system	F. J. E. SPRING.
„ 215.	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
„ 219.	Technical education in relation to railways in America	H. L. COLE.
„ 239.	The central control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
„ 242.	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
„ 243.	How to judge the prospects of new railways	LT.-COL. L. E. HOPKINS.
„ 244.	Sleeper spacing and the effect of the New Permissible Axle-loads	A. F. HARVEY.
„ 245.	Report of the Indian Railway Bridge Committee on track stresses.	
„ 247.	1st and 2nd interim reports of the Indian Railway Bridge Committee on impact and revision of the Bridge rules.	
„ 249.	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
„ 250.	Axle-loads, wheel diameter and railheads dimensions.	
„ 251.	A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)	
Description	of the Planning, Progress, Coaling and Engine Repair, Schedule System, introduced on the G. I. P. Railway Loco. shops at Parel	F. G. S. MARTIN.
No. 256.	Notes on the preparation of railway projects	H. L. GLASS.
„ 259.	The estimation of Passenger earnings on new projects	A. LINES.
„ 261.	Tube wells on the N. W. Railway, 1925-27	J. WARDON.
„ 262.	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927	A. I. SLEIGH.
„ 263.	Note on Composite Index numbers of Indian Railways	W. G. BARNETT.
„ 264.	Memorandum on Traffic Surveys	R. N. NICOLLS.
„ 266.	Principles of the Absolute Block System, 1929	L. H. KIRKNESS.
„ 267.	Flood-Lighting, 1929	H. J. MULLENEUX.
„ 271.	Antiseptic treatment of *Pinus Longifolia* (Chir) for Railway Sleepers	KAMESAM.
„ 272.	The Stereographic Survey of the Shaksgam	MAJOR KENNETH MASON. (Reprint.)
„ 273.	A Schedule system for the Control of Operations in Workshops, 1929	H. H. SAUNDERS.
„ 275.	An Enquiry into the Preparation of Periodic Financial Returns on the Railways of Great Britain, Egypt and Palestine, 1929	MAJOR WAGSTAFF.
„ 276.	Investigation into the Strength of Rail Joints	H. HOWE and L. H. SWAIN.
„ 277.	Description of the Cost Accounting Scheme introduced in the locomotive workshops at Moghalpura	A. E. HOWELL.
„ 278.	Notes on Tube Railway Construction	H. G. SALMOND.
„ 279.	Report on Track Practice on American and Canadian Railways	A. F. HARVEY.
„ 280.	The Installation of a Production System in the locomotive workshops at Moghalpura	A. E. HOWELL.
„ 281.	The Belt System of Repairs introduced in the locomotive workshops at Kanchrapara	R. DE VERE IRWIN and J. R. POTTER.
„ 282.	Note on "Fridera"—A composition for reconditioning abrased spike holes in Railway Sleepers	S. KRISHNA and T. P. GHOSE.
„ 283.	Description of a system introduced in the Stores Department of the East Indian Railway, and Appendices	F. G. S. MARTIN and A. E. A. HARE DUKE.
„ 284.	Wagon Repairs—Notes on Progressive System of Wagon Repairs as introduced in North Western Railway Workshops at Moghalpura	B. S. SINDHU.
„ 285.	Note on the Methods by which the provisions regarding Rates and Fares embodied in the English Railways Act of 1921 were framed, both from the points of view of the Railway Companies and of the compilers of the Act	E. A. SIMS.
„ 286.	Stresses in Fishplates for 90 lbs. Rails (with conclusions affecting the design of Standard Rail and Fishplate Sections)	A. M. SIMS.
„ 287.	Report on Oil, Burners and Wicks for Signal Lamps	H. E. COX.
„ 288.	G. I. P. Railway Dynamometer Car Report No. 11—Train Resistance.	
„ 289.	The Hump Yard in India	MAJOR H. W. WAGSTAFF, M.C., R.E.
„ 290.	The Indian Railway Rates' Structure	A. W. BECKETT.
„ 291.	Controlled Concrete	A. W. CRIPS VILLIERS, B.A., B.A.I.
„ 292.	Hints on the Construction of a Railway in the Plains (with Special Reference to Bengal)	K. B. RAY.
„ 293.	Simplified Design of Masonry Arch by the Elastic Theory	A. VASUDEVAN and GURDIAL SINGH.
„ 294.	Frame Arch Spans for Railway Loadings	H. J. NICHOLS.
„ 295.	The Hallade Track Recorder and Hints on the maintenance of Curves	Reproduced by the courtesy of the London, Midland and Scottish Railway Coy.
„ 296.	Paint Flaking on Railway Carriages	H. M. R. MORSE and B. S. SINDHU.
„ 297.	The Maximum Length of Rails as affected by the Range of Temperature and the design of the Rail-joint	A. M. SIMS.
„ 298.	Cost Accounting in English and Indian Railway Workshops	S. V. IYER.
„ 299.	The Determination of the Permissible Speeds on Curves	E. PROCTER.
„ 300.	Report on Investigation into modern methods of introducing transition curves economically into existing lines of Railway	R. H. MARTIN.
„ 301.	Note on reconditioning of curves	R. STRICK.
„ 302.	The Coach Painters Handbook and Guide	T. VILLERS.
„ 303.	Wear of Rails on curves and check rail clearances required on curves of 4° and sharper	A. M. SIMS.
„ 304.	Description of the method of Locomotive Repair as carried out in the Kharagpur Workshops of the Bengal Nagpur Railway	L. G. BAILEY, M. I. L. E.
„ 305.	Primary Stresses in Railway Tracks	W. E. GELSON, M. INST. C. E.
„ 306.	Creosoted Wooden Railway Sleepers (Ties) in India and elsewhere	C. W. SCOTT, O.B.E., D.F.C., B.Sc., I.F.S.

The prices of the papers vary from Annas Three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Civil Lines, Delhi.

List of Agents in India from whom Government of India Publications are available.

(*a*) PROVINCIAL GOVERNMENT BOOK DEPOTS.

ASSAM :—Superintendent, Assam Secretariat Press, Shillong.

BIHAR :—Superintendent, Government Printing, P. O. Gulzarbagh, Patna.

BOMBAY :—Superintendent, Government Printing and Stationery, Queen's Road, Bombay.

CENTRAL PROVINCES :—Superintendent, Government Printing, Central Provinces, Nagpur.

MADRAS :—Superintendent, Government Press, Mount Road, Madras.

NORTH-WEST FRONTIER PROVINCE :—Manager, Government Printing and Stationery, Peshawar.

ORISSA :—Press Officer, Secretariat, Cuttack.

PUNJAB :—Superintendent, Government Printing, Punjab, Lahore.

SIND :—Manager, Sind Government Book Depot and Record Office, Karachi (Sadar).

UNITED PROVINCES :—Superintendent, Printing and Stationery, U. P., Allahabad.

(*b*) PRIVATE BOOKSELLERS.

Advani & Co., The Mall, Cawnpore.
Aero Stores, Karachi.*
Army Musketry Stores, Moga (Punjab).†
Banthiya & Co., Ltd., Station Road, Ajmer.
Bengal Flying Club, Dum Dum Cantt.*
Bhawnani & Sons, New Delhi.
Bombay Book Depot, Charni Road, Girgaon, Bombay.
Book Company, Calcutta.
Booklover's Resort, Taikad, Trivandrum, South India.
British Book Depot, Lucknow.
British Book Depot, Risalpore.
British Stationery Mart, Booksellers, Peshawar Cantt.
Buckingham & Co., Booksellers and Stationers, Greenwood Street, Sialkot City.
Burma Book Club, Ltd., Rangoon.
Cambridge Book Co., Booksellers, New Dak Bungalow Road, Patna.
Chandrakant Chimanlai Vora, Ahmedabad.
Chatterjee & Co., 3, Bacharam Chatterjee Lane, Calcutta.
Chiney & Sons, Booksellers, etc., Dhantoli, Nagpur, C. P.
Chukervertty, Chatterjee & Co., Ltd., 13, College Square, Calcutta.
Das Gupta & Co., 54/3, College Street, Calcutta.
Dastane Brothers, Home Service, 456, Raviwar Peth, Poona 2.
Delhi and U. P. Flying Club, Ltd., Delhi.*
Deshmukh Book Depot, Station Road, Sholapur.
English Book Depot, Ferozepore.
English Bookstall, Karachi.
English Book Depot, Taj Road, Agra.
English Book Store, Abbottabad, N.-W. F. P.
Faqir Chand Marwah, Peshawar Cantonment.
Higginbothams, Madras.
Hindu Library, 137-F, Balaram De Street, Calcutta.
H. L. College of Commerce, Co-operative Stores, Ltd., Ahmedabad.
Hyderabad Book Depot, Chaderghat, Hyderabad (Deccan).
Ideal Book Depot, Rajpur Road, Dehra Dun and Bombay Bazar, Meerut.
Imperial Book Depot and Press, near Jama Masjid, (Machhliwalan), Delhi.
Imperial Publishing Coy., Lahore.
Indian Army Book Depot, Dayalbagh, Agra.
Indian Army Book Depot, Daryaganj, Delhi.
Indian School Supply Depot, Central Avenue, South, P. O. Dharamtala, Calcutta.
International Book Service, Poona 4.
Jaina & Bros., Mori Gate Delhi, and Connaught Place, New Delhi, Messrs. J. M.
Joshi, News Agent, Devgad Baria *vid* Piplod, Bombay, Mr. V. G.
Kamala Book Depot, 15, College Square, Calcutta.
Kansil & Co., 9, Commercial Buildings, The Mall, Lahore, Messrs. N. C.
Karnataka Sahitya Mandir, Dharwar (S. India).
Keale & Co., 65, Britto Road, Karachi (Sadar).
Kitabistan, 17-A, City Road, Allahabad.
Krishnaswami & Co., Teppakulam P. O., Trichinopoly Fort, Messrs. S.
Lahiri & Co., Ltd., Calcutta, Messrs. S. K.
London Book Co. (India), Arbab Road, Peshawar, Murree, Nowshera and Rawalpindi.
Lyall Book Depot, Lyallpore.
Malhotra & Co., Post Box No. 94, Lahore, Messrs. U. P.
Mathur & Co., Messrs. B. S., Chatur-Vilas, Paota, Civil Lines, Jodhpur (Rajputana).
Minerva Book Shop, Anarkali Street, Lahore.
Modern Book Depot, Bazar Road, Sialkot Cantt.
Mohanlal Dosabhai Shah, Rajkot.
Mohan New Agency, Kotah (Rajputana).
National Welfare Publicity Ltd., Mangalore.
New Book Co., "Kitab Mahal", 192, Hornby Road, Bombay.
Newman & Co., Ltd., Calcutta, Messrs. W.
Oxford Book and Stationery Company, Delhi, Lahore, Simla, Meerut and Calcutta.
Parikh & Co., Baroda, Messrs. B.
Pioneer Book Supply Co., 20, Shib Narayan Das Lane, Calcutta and 219, Cloth Market, Delhi.
Popular Book Depot, Grant Road, Bombay.
Punjab Religious Book Society, Lahore.
Punjab Sanskrit Book Depot, Lahore.
Raghunath Prasad & Sons, Patna City.
Rama Krishna & Sons, Booksellers, Anarkali, Lahore.
Ram Krishna Bros., Opposite Bishrambag, Poona City.
Ramesh Book Depot and Stationery Mart, Kashmere Gate, Delhi.
Ray & Sons, 43, K. & L. Edwardes Road, Rawalpindi, Murree and Peshawar, Messrs. J.
Reliance Stores, Booksellers, Princess Street, Karachi.
Roy Chowdhury & Co., 72, Harrison Road, Calcutta, Messrs. N. M.
Saraswati Book Depot, 15, Lady Hardinge Road, New Delhi.
Sarcar & Sons, 15, College Square, Calcutta, Messrs. M. C.
Sharada Mandir, Ltd., Nai Sarak, Delhi.
Standard Book Depot, Cawnpore.
Standard Book Depot, Lahore, Delhi and Simla.
Standard Bookstall, Karachi.
Standard Bookstall, Quetta.
Standard Law Book Society, 79/1, Harrison Road, Calcutta.
Subhan, Book-Seller and Publisher, Bilaspur C. P., Mr. M. A.
Swaminatha Sivam & Co., Paddukotah, Messrs. P. N.
Tanawada & Sons, Booksellers, Sangli.
Tara & Sons, Razmak (India), Messrs. B. S.
Taraporevala Sons & Co., Bombay, Messrs. D. B.
Thacker & Co., Ltd., Bombay.
Thacker, Spink & Co. (1933), Ltd., Calcutta.
Tripathi & Co., Booksellers, Princess Street, Kalbadevi Road, Bombay, Messrs. N. M.
Uberoy, J. C., Journalist, Printer and Publisher, Jaycee House, Alexandra Road, Ambala.
University Book Agency, Kacheri Road, Lahore.
Upper India Publishing House, Ltd., Literature Palace, Ammudaula Park, Lucknow.
Varadachary & Co., Madras, Messrs. P.
Venkatasubban, A., Law Bookseller, Vellore.
Wheeler & Co., Allahabad, Calcutta and Bombay, Messrs. A. H.
Young Man & Co. (Regd.), Egerton Road, Delhi.

*Agents for publications on Aviation only.
†Agent for Army Publications only.

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

134520

INDIAN RAILWAYS

FOR

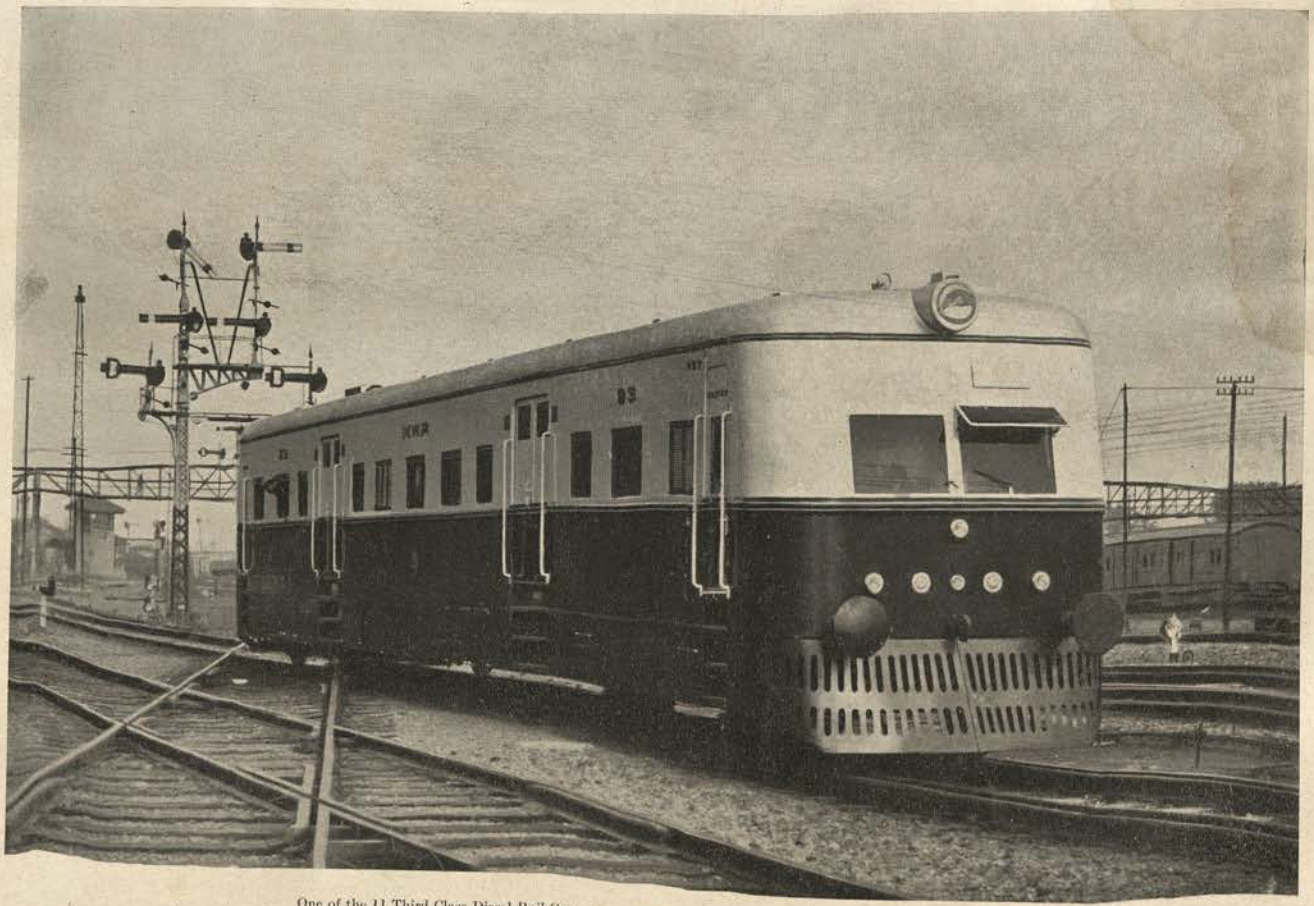
1938-39

Volume I

PUBLISHED BY MANAGER OF PUBLICATIONS, DELHI
PRINTED BY MANAGER, GOVERNMENT OF INDIA PRESS, CALCUTTA
1940

00134520

ILLUSTRATIONS



One of the 11 Third Class Diesel Rail Cars—(seating capacity 101 and maximum speed 55 miles per hour).

Samples of publicity posters.

Samples of publicity posters.

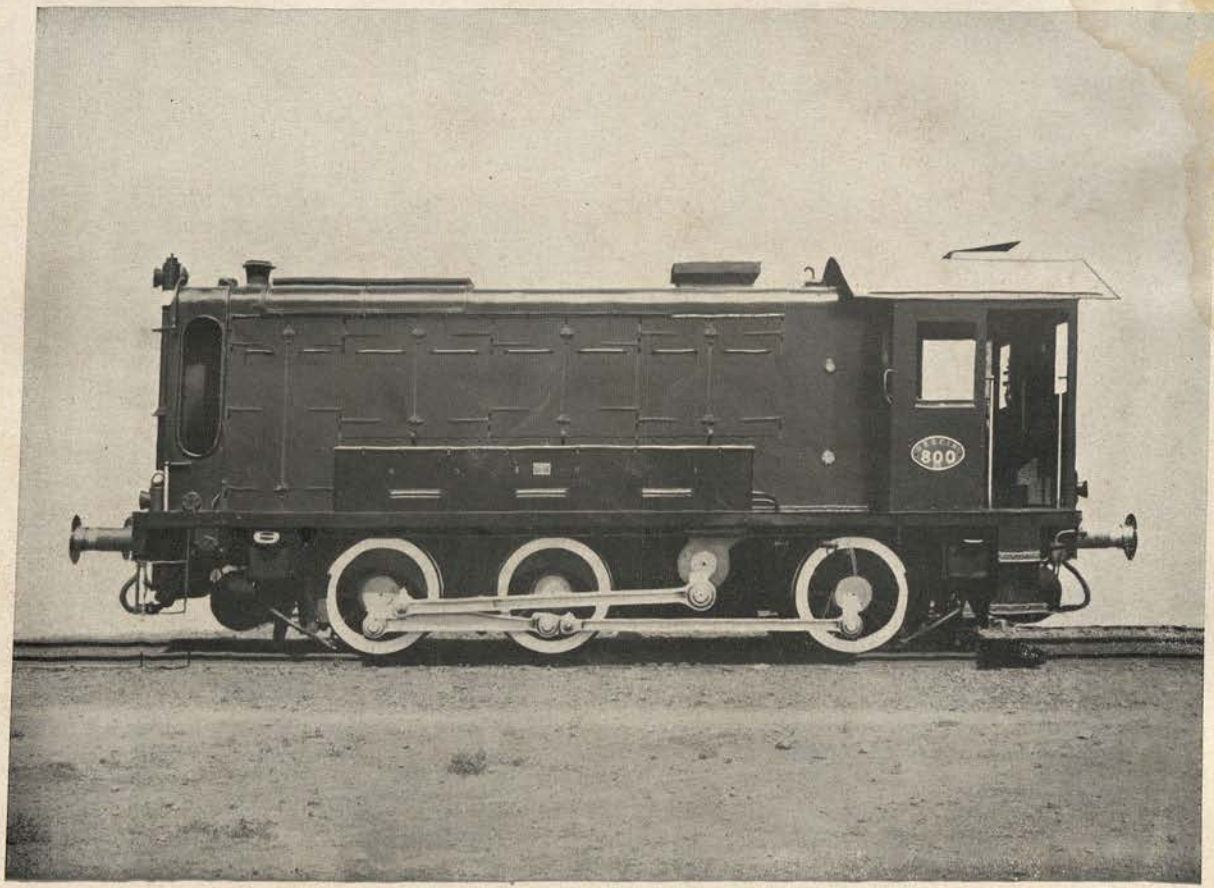
New Railway Central Offices—Mysore.

EAST INDIAN RAILWAY—Street Delivery Service.

Parcels Delivery Service.

Express Goods Service.

Goods Collection and Delivery Service.

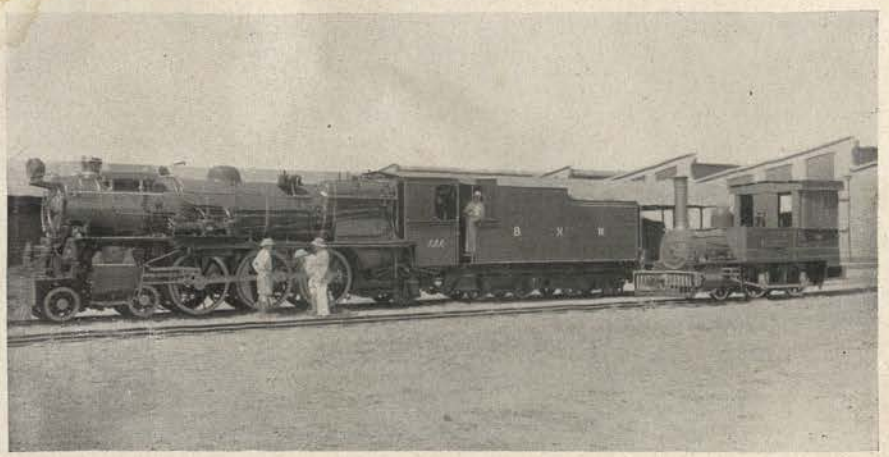


Diesel shunting engine in use at Bandra Marshalling Yard.

BENGAL AND NORTH WESTERN RAILWAY.

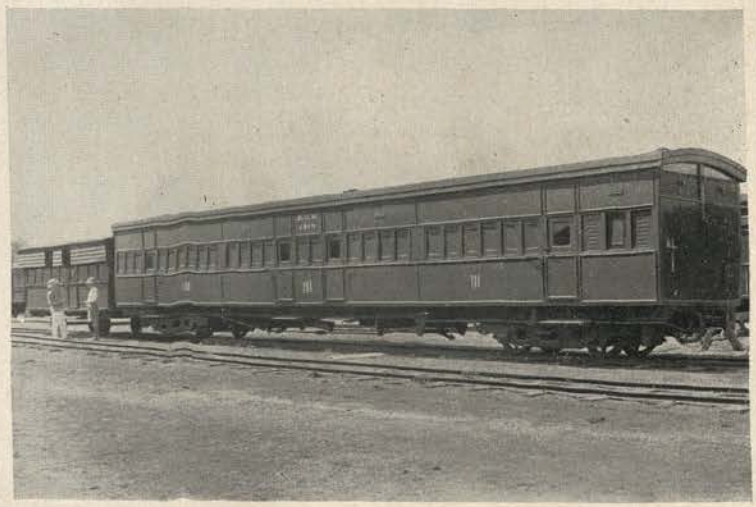
THE OLD AND THE NEW.

NEW ↓ OLD ↓

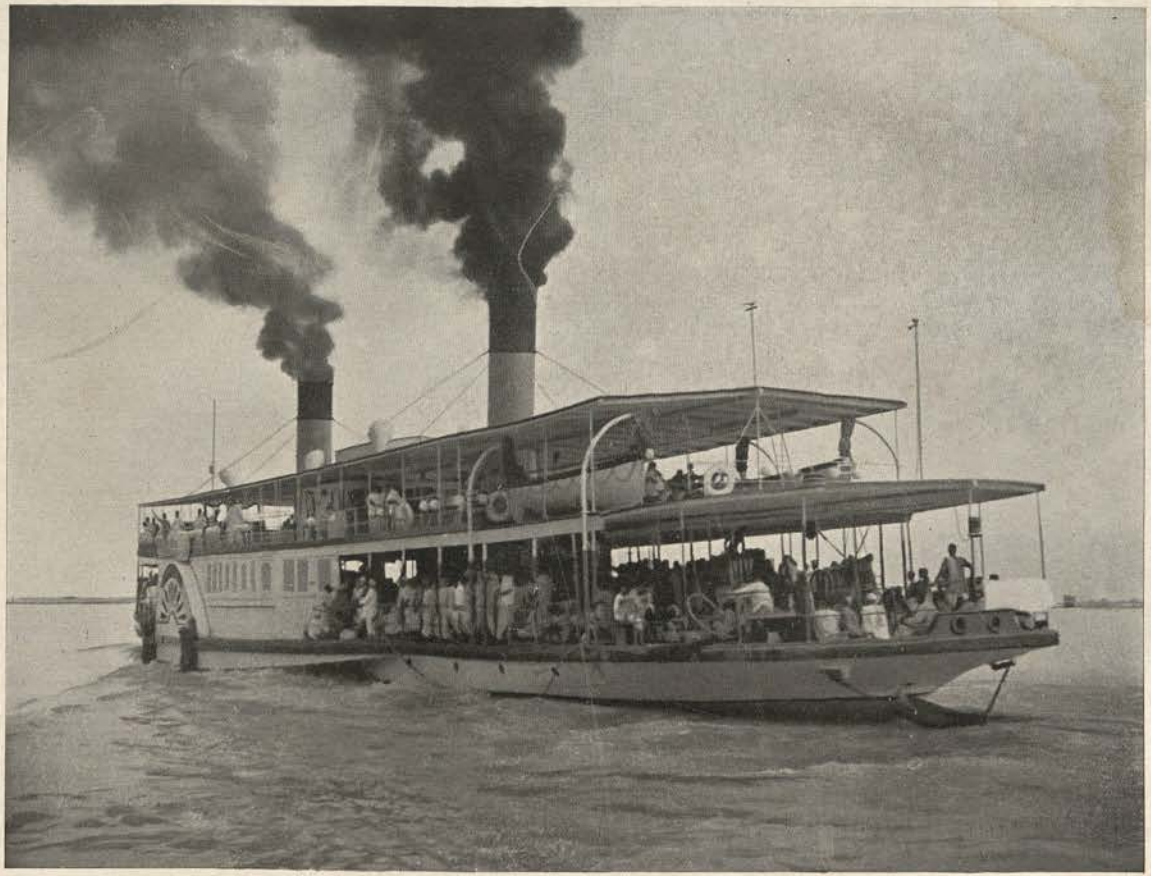


Engine No. 1 Lord Lawrence with a tractive effort of 3,857 lbs. put on line in 1874 and Engine No. 444 fitted with Caprotti valve gear, A.C. F. I. water heater and a tractive effort of over 16,000 lbs. put on line in 1938.

OLD ↓ NEW ↓



A third Class carriage put on the line in 1884 shown alongside one put in service in 1939. 1884 carriage seats 32 passengers, weighs 6 tons 15 cwts. and has no latrine. 1939 type seats 76 passengers on well sprung bogies, weighs 23 tons and has three latrines.



Ferry Passenger steamer 'Samastipur' crossing the Ganges from Mokameh to Semariah Ghat (500 tons with engines of 1,050 indicated horse power: put into service in 1929).

The effect of floods. Breach at Aie Bridge between Bongaigaon and Bijni.

Welding standard length rails into lengths of 200 feet by the thermit process.

Interior of car used for recording inequalities in the track.

Madura Station. Interior of new power operated signal cabin.

Madras Beach Station.

Howrah Station. Main concourse showing loud speakers used for disseminating information to passengers.

GREAT INDIAN PENINSULA RAILWAY.

Victoria Terminus.

AS IT WAS

The old booking offices in the 3rd class Waiting Hall.

AS IT IS

The new booking offices in the 3rd class Waiting Hall after remodelling.

GREAT INDIAN PENINSULA RAILWAY.

Victoria Terminus.

AS IT WAS

The old tea stalls in the 3rd class Waiting Hall.

AS IT IS

The new tea stalls in the 3rd class Waiting Hall after remodelling.

Lucknow—Mohammedan Refreshment Room.

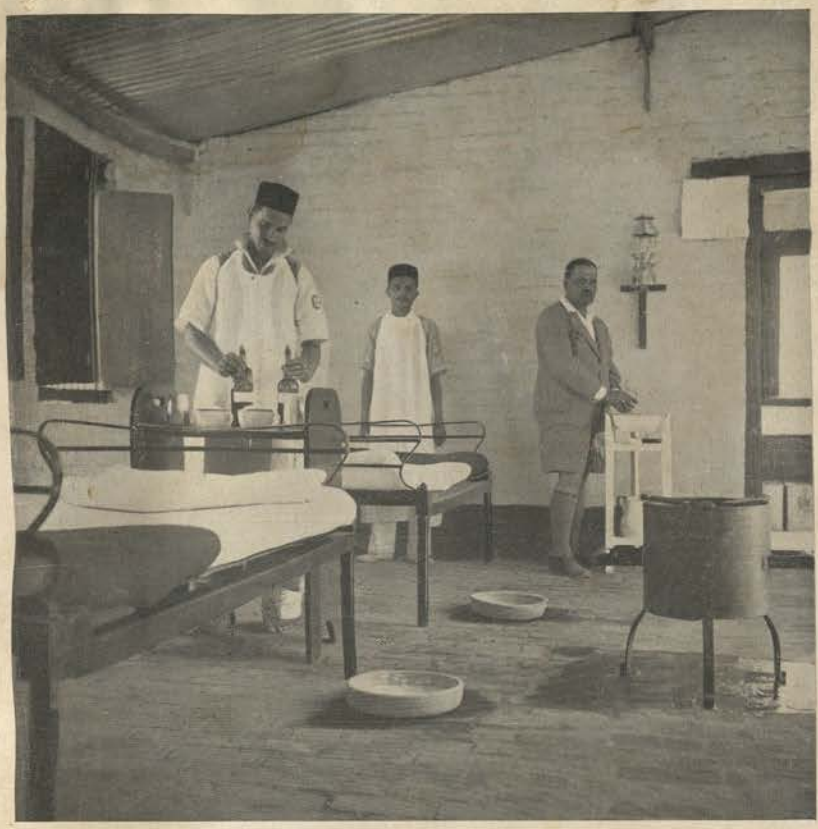
Lucknow—Hindu Refreshment Room.

Howrah—Third Class Refreshment Hall.

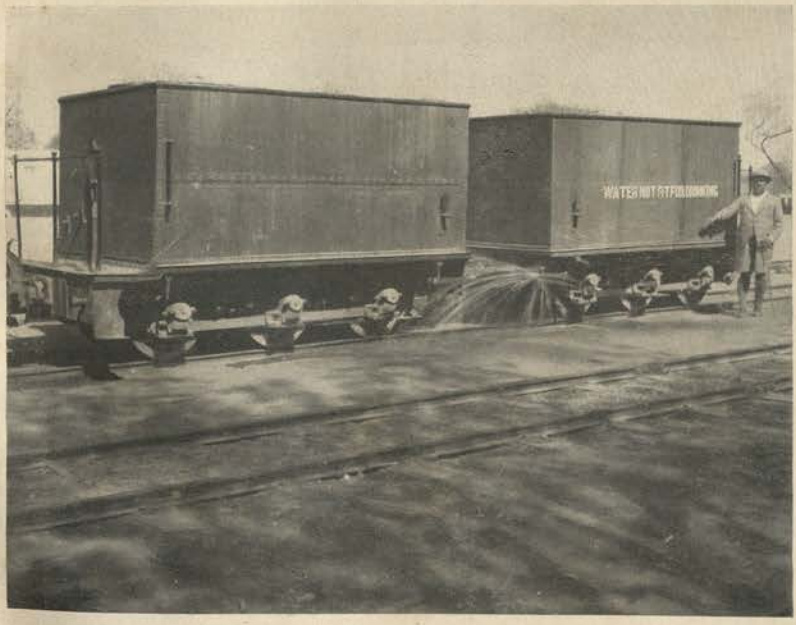
Lucknow—Tea and Toy Stalls in the Third Class Waiting Hall.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

Arrangements made for the Brindavan Fair.



Interior of a Cholera Isolation Hut (so well equipped as to elicit appreciative comments from the Health Authorities of the United Provinces Government).



Water Trucks (used for watering the unballasted track between Muttra Cantonment and Brindavan—a distance of 6 miles—to eliminate the dust nuisance).

Main statistics compared for four years.

I.—*All Indian railways (Classes I, II and III).*

Items.		1935-36.*	1936-37.*	1937-38.	1938-39.
Gross earnings	(crores) Rs.	106·23	104·37	107·57	107·15
Total Working expenses	(crores) Rs.	68·11	67·28	69·63	71·18
Operating ratio	Per cent.	67·95	64·46	64·73	66·44
Number of passenger originating	(millions)	483·13	489·61	521·28	530·62
Earnings from carriage of passengers	(crores) Rs.	29·64	29·37	31·08	30·73
Average earnings per passenger mile	Pies	3·22	3·17	3·17	3·15
Freight tons originating	(millions)	82·95	82·41	87·29	88·36
Earnings from carriage of goods	(crores) Rs.	62·19	67·33	68·66	68·57
Average earnings per freight ton mile	Pies	6·00	6·22	5·78	5·98
Total train miles	(millions)	176·14	181·73	192·20	197·04
Gross earnings per train mile	Rs.	5·67	5·72	5·57	5·40
Working expenses per train mile	Rs.	3·85	3·68	3·61†	3·58
Net earnings per train mile	Rs.	1·82	2·04	1·96†	1·82
Net earnings per mean mile worked	Rs.	7,700	8,911	9,043†	8,619

† Revised figures.

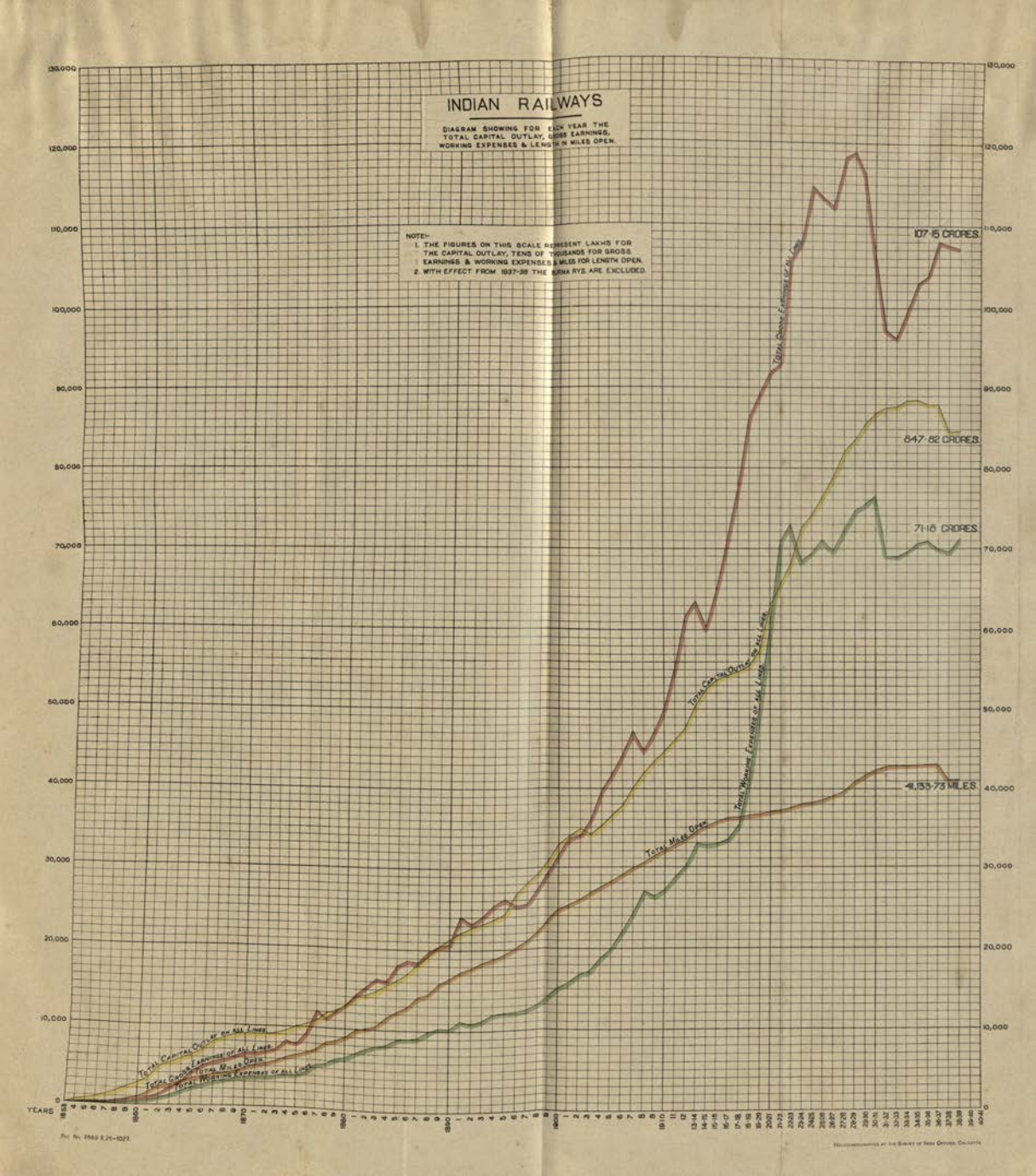
NOTE.—The figures of Gross Earnings, Working Expenses and Net Earnings for 1938-39 include the Jorhat Railway and replacement and renewal expenditure on the Bengal and North-Western and Rohilkund and Kumaon railways (Company's share) which items were omitted in previous years.

II.—*State-owned railway systems.*

(The figures include statistics of worked lines of State-owned railways but exclude State-owned portions worked by the Jodhpur and His Exalted Highness the Nizam's State Railways.)

Items.		1935-36.*	1936-37.*	1937-38.	1938-39.
Gross earnings	(crores) Rs.	93·32	97·14	99·83	99·07
Total Working expenses	(crores) Rs.	61·69	63·02	65·30	66·38
Operating ratio	Per cent.	66·11	64·88	65·41	67·00
Number of passengers originating	(millions)	437·28	443·10	471·18	477·97
Earnings from carriage of passengers	(crores) Rs.	27·04	26·72	28·27	27·89
Average earnings per passenger mile	Pies	3·18	3·13	3·13	3·11
Freight tons originating	(millions)	76·02	75·64	80·12	80·56
Earnings from carriage of goods	(crores) Rs.	58·45	63·31	64·33	63·95
Average earnings per freight ton mile	Pies	5·87	6·09	5·66	5·80
Total train miles	(millions)	161·23	166·00	175·53	179·05
Gross earnings per train mile	Rs.	5·76	5·83	5·66	5·51
Working expenses per train mile	Rs.	3·80	3·78	3·70	3·69
Net earnings per train mile	Rs.	1·96	2·05	1·96	1·82
Net earnings per mean mile worked	Rs.	9,179	9,966	10,082	9,613

* Excluding for purposes of comparison the Burma Railways which passed from the control of the Indian Government on 1st April 1937.


INDIAN RAILWAYS
DIAGRAM SHOWING FOR EACH YEAR THE TOTAL CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES & LENGTH IN MILES OPEN.
NOTE:-
1. THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS & WORKING EXPENSES & MILES FOR LENGTH OPEN.
2. WITH EFFECT FROM 1937-38 THE BURMA RYS. ARE EXCLUDED.
TOTAL GROSS EARNINGS OF ALL LINES
TOTAL CAPITAL OUTLAY OF ALL LINES
TOTAL WORKING EXPENSES OF ALL LINES
TOTAL MILES OPEN
107·15 CRORES
84·782 CRORES
71·16 CRORES
41,133·75 MILES
YEARS

INTRODUCTORY NOTE.

I. The Railway Board's annual report on Indian Railways is prepared for the financial year, *i.e.*, from 1st April of one year to the 31st March of the year following.

Volume I is a narrative report dealing with the various aspects of railway working such as general administration, financial results, improvements in, and additions to, rolling stock, improved operating methods, recruiting, training and welfare of staff and facilities provided for the convenience of the travelling public.

Volume II contains financial and statistical summaries and statements covering the main heads of capital and revenue accounts and the complete range of railway working.

II. For the information of those who are not conversant with the value of Indian currency and the units thereof, the following details are given :—

(*a*) One *lakh* equals one hundred thousand.

(*b*) One *crore* equals one hundred lakhs.

(*c*) One *anna* equals $\frac{1}{16}$th of a rupee.

(*d*) One *pie* equals 1/12th of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

III. For statistical purposes, Indian railway systems are classified as follows :—

Class I—Railways with gross earnings of not less than Rs. 50 lakhs a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs.

Class III—Railways with gross earnings of not more than Rs. 10 lakhs a year.

(A detailed list of the railways in each class will be found in Appendix A of this volume).

It may in particular be noted that with effect from this financial year the Mysore State Railway has been included among the Class I Railways, that administration having taken over, with effect from 1st January 1938, the Bangalore-Harihar and the Hindupur-Yesvantpur (Mysore frontier) sections previously worked by the Madras and Southern Mahratta Railway.

The following is a brief synopsis of some of the major items of interest in this report, together with a reference, in each case, to the page in the report on which the details are given :—

	PAGE.
I. Special features—	
Purchase of the South Bihar and Hardwar-Dehra Railways	5
Steps taken to improve earnings	9
Highest earnings from 'rice' and 'Iron and steel wrought' on Class I Railways since 1929-30	22
II. Fostering trade and industries—	
Purchase of rails and fishplates from Tata's (89,997 tons ordered)	88
Purchase of timber for carriage and wagon building (Rs. 47 lakhs) and wooden sleepers (Rs. 102 lakhs)	88 & 90
Stores purchases through the Indian Stores Department, etc.	90
III. Engineering—	
Sindh Right Bank Feeders Railway	38
Coimbatore station remodelling	40
Moghalsarai—alterations to Locomotive running shed and yard	41
Doubling of main line between Sonepur and Chupra	41
IV. Collieries—	
Output of coal from railway collieries	82
Coal mined in India, despatched by rail, shipped from Calcutta, inspected and graded	86
V. Rolling Stock—	
Additions to stock and improved utilisation	87
Reduction of upper class stock	88
VI. Facilities for trade and travelling public—	
Transportation—	
Increased train miles and suitable additions and alterations in the timings, etc., of all kinds of passenger train services	46—52
Acceleration of goods train services and quicker transit of smalls	53 & 56
Prevention of ticketless travel	73
Special arrangements at *Melas*	76
Opening of Out-agencies	115
Commercial—	
Adjustment of rates and fares	61
Simplification of tariffs	66
Improved traffic facilities	67
Road motor competition	68
Closer contact with business community	70
Publicity	79
Amenities for passengers	114
VII. Economy in working—	
Steps taken to reduce expenses	10—14
Standardisation of parts for bridges, permanent-way, roofs and sheds, locomotives, carriages and wagons, etc.	92—98
Research and development relating to paints, wagon defects, heated bearing problem, wagon door leakage and other allied subjects	99 & 106
VIII. Staff—	
New hospital at Lahore	42
Indian Railway Conference Association staff quarters	42
Indian Railways provide employment on open lines. 700,666 persons	101
Class I Railways—Cost of staff=35·66 crores	102
Welfare	112
Anti-malarial measures	135
IX. Accidents and damages by floods, etc.	130—135

For full contents list see following pages.

CONTENTS.

		Page.
Introductory Note		xi

CHAPTER I.—GENERAL REVIEW.

Paragraph No.		
1.	Monsoon conditions and agricultural results	1
2.	Receipts	1
3.	Mileage	2
4.	Railways and the Legislature	2
4.1.	Ways and means for increasing railways' contribution to general revenues	2
4.2.	Construction of a railway between Ishurdi and Sadhuganj	3
4.3.	Bihta accident	3
5.	Railway Budget	4
6.	Standing Finance Committee for Railways	4
7.	Purchase of South Bihar and Hardwar-Dehra Railways	5
8.	Meetings with General Managers of Railways and Provincial Governments	5
9.	Central Advisory Council for Railways	5
10.	Local Railway Advisory Committees	6
11.	Railway Rates Advisory Committee	7
12.	Steps taken to improve earnings	9
13.	Steps taken to reduce expenses	10
13.1.	Job Analysis	10
13.2.	Transportation	12
13.3.	Engineering	12
13.4.	Mechanical and Electrical	13

CHAPTER II.—FINANCIAL RESULTS.

A.—Trade Review.

14.1.	Exports	15
14.2.	Imports	16
14.3.	Balance of trade	16

B.—Financial results of State Railways.

15.	Financial results of working	17
16.	Financial statistics of Indian State-owned Railways	18
17.	Comparative figures of traffic receipts and working expenses	19
18.	Net revenue and interest charges	20
19.	Operating ratio of State-owned Railways	20
20.	Statistics of foreign railways	20
21.	Traffic receipts	21
21.1.	Passenger earnings	22
21.2.	Commodity statistics	22
21.3.	Receipts of individual railways	23
22.	Ordinary working expenses	24
22.1.	Ordinary working expenses by railways	24
23.	Losses and gains	25
24.	Capital at charge	25
25.	Works expenditure	26
26.	Stores balances	27
27.	Depreciation fund	27
28.	Analysis of financial results of working	27

CHAPTER II.—FINANCIAL RESULTS—*concld.*

C.—General results of working of all Indian Railways.

Paragraph No.		Page.
29.	Traffic and mileage	31
30.	Analysis of earnings	32
30.1.	Passenger earnings	32
30.2.	Goods earnings	34

CHAPTER III.—NEW CONSTRUCTION AND ENGINEERING WORKS.

31.	Capital expenditure	35
32.	Mileage of lines opened during 1938-39	36
33.	Mileage of lines sanctioned in 1938-39	37
34.	Lines under active construction on 31st March 1939	37
35.	Lines sanctioned in 1938-39	37
35.1.	Khadro-Nawabshah	37
35.2.	Jhunjhunu-Loharu	38
35.3.	Sikar-Bissau	38
35.4.	Hadmatiya-Jodiya	38
35.5.	Sind Right Bank Feeders	38
35.6.	Sagar-Talaguppe	38
36.	Surveys	38
37.	Important lines under construction during 1938-39	39
37.1.	Kunkavav-Derdi	39
37.2.	Phalodi-Pokaran	39
37.3.	Mudkhed-Adilabad	39
37.4.	Shoranur-Cochin Harbour Extension	39
38.	Lines opened during 1938-39	39
38.1.	Prachi Road-Kodinar	39
38.2.	Sadulpur-Rewari	39
38.3.	Badeshwar-Rozi	39
38.4.	Khambhalia-Salaya	39
38.5.	Jankampet-Bodhan	39
39.	Important new works	40
40.	Open line improvements	40
40.1.	Coimbatore station remodelling	40
40.2.	Sonepur station yard remodelling	40
40.3.	Viramgam station remodelling	40
40.4.	Moghalsarai—alterations to locomotive running shed and yard	41
40.5.	Bitragunta—New locomotive shed	41
40.6.	Doubling of main line between Sonepur and Chupra	41
40.7.	Permanent-way renewals	41
41.	Important works sanctioned	42
41.1.	Indian Railway Conference Association staff quarters	42
41.2.	New hospital at Lahore	42
41.3.	Muzaffarpur station yard—Signalling and interlocking	42
41.4.	Buckland Road overbridge—reconditioning	42
41.5.	Aie Bridge—extension of guide bund	42
41.6.	Delhi Refuse Disposal scheme	43
41.7.	Kistna canal station—improvements to	43
42.	Welding of rails	43
43.	Bridge strengthening programme	43
44.	Hardinge Bridge	44
45.	Closing of unremunerative branch lines	45

CHAPTER IV.—TRANSPORTATION.

A.—Operating.

Paragraph No.		Page
46.	Volume of traffic handled	46
47.	Train miles	46
48.	Shunting miles	47
49.	Engine performance	47
50.	Passenger trains	47
50.1.	Mail and Express trains	48
50.2.	Suburban trains	48
50.3.	Other passenger trains	49
50.4.	Speeds	50
50.5.	Punctuality	52
50.6.	Employment of small power units	52
51.	Goods trains	53
51.1.	Speeds and reduction of transit time between points	53
51.2.	Loads	55
52.	Marshalling yards and their working	56
53.	Quicker transit of "Smalls"	56
54.	Vehicle usage	58
54.1.	Stock out of commission	59
	Goods wagons	59
	Passenger vehicles	59
54.2.	General	59
55.	Wagon position	60
56.	Neutral examination of interchanged stock	61

B.—Commercial.

57.	Alterations in rates and fares	61
57.1.	Passenger fares	61
57.2.	Parcels traffic	63
57.3.	Goods traffic	64
58.	Simplification of tariffs and measures adopted to expedite the quotation of rates to the public	66
59.	Facilities for dealing with traffic	67
60.	Road motor competition	68
61.	Through road and rail services	70
62.	Contact with the business community	70
63.	Refunds on unused tickets	71
64.	Claims for compensation and refunds	71
65.	System of ticket checking and prevention of ticketless travel	73
66.	Mela traffic	76
67.	Measures taken to ensure civility and honesty on the part of railway staff	78

CHAPTER V.—PUBLICITY.

68.	General	79
69.	Melas	80
70.	Handbills, folders, pamphlets and posters	80
71.	Cinema slides	80
72.	Loudspeaker unit	80
73.	Press advertising	81
74.	Trade advertisements	81
75.	Excursion special trains	81
76.	Cinema car and cinema lorry	81
77.	Exhibitions	81
78.	Publicity measures in connection with competitive traffic	81
79.	Miscellaneous	81

CHAPTER VI.—RAILWAY COLLIERIES.

Paragraph No.		Page.
80.	Railway collieries	82
80.1.	State Railway collieries	82
80.2.	Company-managed Railway collieries	84
80.3.	Staff welfare	86
81.	Coal mined in India	86
82.	Coal despatched by rail	86
83.	Coal shipped from Calcutta	86
84.	Tonnage of coal inspected	86
85.	Indian Coal Grading Board	86

CHAPTER VII.—ROLLING STOCK AND MATERIALS.

86.	Additions to equipment	87
86.1.	Engines	87
86.2.	Coaching vehicles	87
86.3.	Wagons	87
87.	Improved utilisation of rolling stock	87
88.	Reduction of upper class stock	88
89.	Supply of rails and fish-plates	88
90.	Purchase of timber for carriage and wagon building	88
91.	Wooden Sleeper Purchase Organisation	88
92.	Value of railway materials purchased	90
93.	Value of stores purchased through the Indian Stores Department	90
94.	Purchase of stores through the Indian Stores Department	92
95.	Air-conditioned coaches	92
96.	Cost of maintenance and supply of locomotive power, etc.	92
97.	Central Standards Office for railways	92
97.1.	Civil Engineering Branch	92
97.2.	Mechanical Engineering Branch	94
97.3.	Specification Branch	94
98.	Standardisation Committees	95
98.1.	Locomotive Standards Committee	95
98.2.	Carriage and Wagon Standards Committee	95
98.3.	Bridge Standards Committee	96
98.4.	Track Standards Committee	97
98.5.	Signalling and Interlocking Standards Committee	97
98.6.	Standing Committee on Standards and specifications	98
98.7.	Electrical Standards Committee	98
99.	Research and Development	99
99.1.	Mechanical Branch	99
99.2.	Civil Engineering Branch	100

CHAPTER VIII.—STAFF.

100.	Number of staff	101
101.	Cost of staff	101
102.	Indianisation	104
102.1.	State-managed railways	104
	Superior service	104
	Lower gazetted service	105
102.2.	Company-managed railways	105
103.	Review of the progress made since 1925	106

CHAPTER VIII.—STAFF—*concld.*

Paragraph No.		Page.
104.	Representation of minority communities in subordinate railway services	110
105.	Training of staff	110
106.	Stimulation of interest of staff	111
107.	Improvements in the service conditions of the staff	111
108.	The Payment of Wages Act	111
109.	Welfare	112
	Assistance from railway funds to railway employees for the education of their children	112
	Staff Benefit Fund	112
	Railway Sports	112
110.	Meetings with the All-India Railwaymen's Federation	112
111.	Rules regulating recognition of Unions by Railway Administrations	112

CHAPTER IX.—AMENITIES FOR PASSENGERS.

113.	Introduction of new types of third class carriages	114
114.	Measures taken to ensure security of women passengers in trains	114
115.	Provision of third class accommodation in fast through trains	115
116.	Booking Offices and Out-agencies	115
117.	Waiting rooms and waiting halls	117
118.	Covered and raised platforms	119
118.1.	Covered platforms	119
118.2.	Platforms above rail level	119
119.	Refreshment rooms for Hindus and Mahommedans	120
120.	Vendors' stalls in waiting halls and on platforms	120
121.	Water supply for passengers	121
122.	Restaurant or buffet car services	123
123.	Improvements carried out in existing lower class carriages	126
124.	Improvements carried out in latrines of lower class carriages	126
125.	Arrangements to ensure cleanliness of latrines in passenger trains	127
126.	Overcrowding in third class carriages	128
127.	Suggestion (or Complaint) books	129

CHAPTER X.—MISCELLANEOUS.

128.	Accidents	130
129.	Review of Accident Statistics	130
130.	Damage by floods, fire and other causes	134
131.	Anti-malarial measures	135

APPENDICES.

A.—List of Railways in India	137
B.—Relations of the Government to Railways in India	142
C.—Organisation for Government control	147
D.—Separation of railway finance from general finance	153
E.—Financing of branch lines of railways	155
F.—Statement of—	
(i) Gazetted Officers	159
(ii) Senior subordinates	164
G.—Statement of appointments created and vacancies filled—	
(i) Gazetted Officers	169
(ii) Subordinates	172
H.—Officers of the Railway Department (Railway Board) and attached offices	174

DIAGRAMS AND MAP.

	After page.
1. Diagram showing total capital outlay, gross earnings, working expenses and length in miles	vii
2. Graphs showing receipts and expenditure of State-owned railways including worked lines, 1938-39	16
3. Graphs showing number of passengers carried and passenger miles . .	32
4. Graphs showing number of locomotives, boilers, carriages and wagons provided for in programme of Class I Railways	87
5. Graphs showing cost of maintenance and supply of locomotive power per 1,000 gross ton miles and cost of maintenance and operation of carriages and wagon stock per 1,000 gross ton miles	92
6. Map of India showing railways open and under construction on 31st March 1939	In the pocket of the back cover.

CHAPTER I.

GENERAL REVIEW.

1. Monsoon conditions and agricultural results.—In last year's report we stated that though there had been considerable industrial expansion in India, it was still primarily an agricultural country and for this reason the annual rainfall is of such importance that in a large measure it influences the prosperity or otherwise of the country. This being so, we again open with the main characteristics of the monsoon.

The monsoon of 1938 set in earlier than usual and was characterised by periods of heavy rains which caused floods in some parts. During this period the total rainfall was above the average in Bihar, the United Provinces east, Central Provinces, the Deccan, Madras east and Mysore, but defective in North-west India, particularly in the Punjab, Sind and Rajputana. The average rainfall in the plains during the advance of the monsoon was in excess of the normal by 6 per cent. but during the retreating period it was defective by 19 per cent. For the year as a whole the rainfall was within 20 per cent. of the normal except in the United Provinces east, Berar, Bombay and Deccan, and North Hyderabad where it was in excess and in the Punjab, Sind and Rajputana where it was very much in defect, with the result that certain areas suffered severely from a fodder famine.

From the agricultural aspect, the season was not particularly favourable. The variation in the main crops is as indicated below :—

Decrease :

Rice 12 per cent.—in spite of a slight increase in acreage. Excessive rains and floods in Bengal, Bihar, Assam and Bombay and failure of the North-east monsoon in Madras adversely affected the crop.

Sugarcane 24 per cent.—due mainly to reduced acreage. Moreover drought conditions in the Meerut, Agra and Rohilkund Divisions of the United Provinces, and in Madras and the Punjab, and excessive rains and floods in parts of the Benares and Gorakhpur Divisions, a few districts in Oudh and places in Bengal, reduced the output further.

Jute crop 23 per cent.—heavy rains and floods in Bengal, Bihar and Assam being responsible.

Cotton 11 per cent.—failure of the North-east monsoon in Madras, excessive rains and floods in the Deccan and Karnatak Divisions of Bombay, frost in Sind, as also failure of rains in the Punjab, Central Provinces and Berar and the Gujarat Division of Bombay, reduced the yield.

Sesamum 15 per cent.—due to drought in the United Provinces, Madras, Central Provinces and Berar and heavy rains in particular areas in Bombay and Bengal.

Groundnut 13 per cent.—due mainly to drought in Madras.

Increase :

Wheat 11 per cent.

Linseed 10 per cent.
Rape and mustard 6 per cent. } Winter oilseeds.

Castor seed—slightly improved yield.

2. Receipts.—The gross traffic receipts of State-owned railways for the year amounted to Rs. 94·48 crores as against Rs. 95·01 in 1937-38, a decrease of Rs. 53 lakhs. After meeting all charges including depreciation and interest on capital at charge, the net result of the year's working was a gain of Rs. 137 lakhs. This surplus was placed to the credit of the general

revenues of the Central Government in part payment of the contribution due from railways for 1938-39.

As compared with the previous year, the number of passengers and tons of goods carried on all Indian Railways increased while passenger miles and net ton miles declined due to the average haul of passengers and goods having fallen from 36 and 261 miles respectively in 1937-38 to 35 and 251 miles in 1938-39.

The earnings from passengers carried decreased from Rs. 31·08 crores in 1937-38 to Rs. 30·73 crores in 1938-39. 530·6 million passengers were carried in 1938-39 as compared with 521·3 millions in the preceding year or an increase of 9·3 millions. Passenger miles, however, decreased from 18,847 millions in 1937-38 to 18,743 millions in 1938-39.

The total freight tons carried increased from 87·3 millions in the previous year to 88·4 millions, but the earnings declined from Rs. 68·66 crores to Rs. 68·57 crores. Net ton miles also decreased from 22,777 to 22,159 millions. The average freight earned per ton per mile for all commodities increased slightly from 5·78 pies in 1937-38 to 5·98 pies.

3. Mileage.—109 new miles of line, of which 99 miles were located within Indian States and constructed at their cost, were opened during the year. There was, however, a decrease of 51 miles due to the closing of—

(i) the portion of the Agra-Bah section of the Great Indian Peninsula Railway lying between Hat-Shamsabad and Bah, comprising 32 miles,

(ii) the section of the Kangra Valley Railway between Baijnath Paprola and Jogindar Nagar, a length of 14 miles; and to

(iii) the lifting of ghat shifts on the Bengal and North-Western Railway, and

(iv) to some re-alignment on other railways.

The net increase in mileage was 58, the total route mileage at the end of the year being 41,134.

4. Railways and the Legislature.—Judging from the number of questions asked in the Council of State and the Legislative Assembly, it will appear that the members of the Indian Legislature continued to take an increasing interest in the working of the Railway Department. Out of a total number of 4,377 questions asked in both the Houses during the year 1938-39, 1,127 or 26 per cent. were answered by the Railway Department as compared with 861 or 25 per cent. during the previous year.

In addition to this large number of questions three resolutions were also discussed in the Council of State. These are referred to in the following paragraphs:—

4.1. Ways and means for increasing railways' contribution to general revenues.—A resolution was moved in the Council of State on the 20th March 1939 recommending that investigations should be made into the ways and means for increasing the contribution of railways to general revenues and also specially into the following methods:—

(*a*) construction of goods wagons in railway workshops;

(*b*) pooling of general service wagons of all State railways into one Indian State Railway stock and arranging for their repairs in the nearest railway workshop;

(*c*) abolition of the Railway Clearing Accounts Office; and

(*d*) imposition of cuts in the salary of the staff of the railway administrations running at a loss.

Government opposing the resolution explained as follows:—As regards the first method, it was explained that, according to the policy decided on in 1916, the Government guaranteed to purchase 2,500 broad gauge wagons and 500 metre gauge wagons annually for 10 years from Indian manufacturers. On this guarantee, a new wagon building firm, the Indian Standard Wagon Company was started and two firms, Messrs. Burn & Co. and Messrs. Jessop &

Co., invested large additional capital in plant, equipment, etc. So long as Government could get wagons in India at a reasonable cost, they did not propose to build wagons in railway workshops and put the Indian wagon building firms at a disadvantage. It was also explained that it was the policy of the Government of India to restrict the railway workshops to their primary function of dealing with the repair and maintenance of stock and equipment on railways as far as this could be done in consonance with economy in the working of the workshops. As to the second proposal, it was explained that, so far as traffic needs were concerned, the general service wagons of the broad gauge railways, were pooled. As regards the arrangement for their repairs in the nearest railway workshop, it was added that this could be confined only to wagons of certain types for which all railways were in possession of spare parts. As regards the third proposal, namely, the abolition of the Railway Clearing Accounts Office, it was explained that the centralisation of the work—which would have otherwise been done by individual railways—had resulted in economies and that any further economies to be effected should be, if possible, by the simplification of work in the Railway Clearing Accounts Office itself and not by its abolition. With regard to the fourth proposal, namely, the cut in pay of the staff of railway administrations running at a loss, it was stated that the Government were unable to discriminate between the railways earning a profit and those running at a loss. The motion was negatived without a division.

4.2. Construction of a railway between Ishurdi and Sadhuganj.—A resolution was moved in the Council of State on the 9th September 1938 by the Hon'ble Mr. Kumar Shankar Ray Chaudhury urging the construction of a railway line between Ishurdi, a station on the Eastern Bengal Railway and Sadhuganj or some place near it on the Brahmaputra, *viâ* Pabna.

In the course of his speech the mover traced the history of the project from its inception in 1910 and dwelt on the benefits to be derived from its construction, and as in his opinion existing conditions were more favourable for the construction of the railway than they were in 1925, when a traffic survey had shown the project to be unremunerative, he urged that a further investigation should be carried out. The Hon'ble Mr. Ramdas Pantulu supported the resolution.

Sir Guthrie Russell, Chief Commissioner of Railways, in opposing the resolution, explained that the project was definitely an unremunerative one. He pointed out that while it had always been subject to a certain amount of competition from river transport, the construction in recent times of a good metalled road between Ishurdi and Pabna had further impaired the prospects of the project and there were indications that the Provincial Government were not in favour of it. In the circumstances he pointed out that the Central Government could not reasonably be expected to add to the expenditure already incurred on investigations of this project. The resolution was withdrawn.

4.3. Bihta accident.—The report by the Honourable Sir John Thom on the cause of the railway accident near Bihta on the East Indian Railway on the 17th July 1937 was discussed in both Houses of the Legislature. In the Legislative Assembly this took place on the 12th August 1938 on a motion of the Hon'ble Member for Railways, Mr. (now Sir) A. G. Clow; and in the Council of State on a resolution by the Hon'ble Mr. P. N. Sapru, moved on the 15th of September. In the Legislative Assembly the Hon'ble Member for Railways referred to the fact that Government had accepted the recommendation of Sir John Thom that the design, the purchase and the continued purchase of XB engines should be the subject of a thorough searching and independent enquiry. He also said that Government had considered it desirable to extend the scope of this enquiry to the somewhat similar types of passenger engines known as the XA and XC classes and that they had asked the Committee to consider not merely the past but also the future. He further assured the House that the report of the Committee would be placed before them and that reasonable opportunity would be afforded for discussion.

Turning to the question of an improvement in these engines, the Hon'ble Member reminded the House that up to the Bihta accident XA, XB and XC class engines had covered 90 million miles without the loss of a single passenger's life. He admitted, however, that their running had not been altogether satisfactory and he outlined the measures that had been taken for their improvement.

On the question of measures taken- as a matter of precaution—pending the report of the Committee, the Hon'ble Member stated that all X class passenger engines on the Eastern Bengal, East Indian and Great Indian Peninsula Railways had been restricted to an absolute maximum speed of 45 miles per hour, resulting in the withdrawal of XB engines from mail and express services on two of these railways—there being no XB engine on the third—and that other railways had been directed to secure the imposition of a similar absolute maximum where any distortion of track had recently occurred. Actually restrictions had gone further than that, particularly on the Madras and Southern Mahratta and South Indian Railways.

In regard to individual responsibility, the House was assured that the matter was under close enquiry and that Government were determined to pursue fully the question of individual negligence. An assurance was also given that they would be advised of Government's conclusions on this matter.

Sir Guthrie Russell, Chief Commissioner of Railways, gave similar assurances in the Council of State, in reply to the resolution moved by the Hon'ble Mr. P. N. Sapru.

5. Railway Budget.—The Railway Budget for 1939-40 was presented to both Houses of the Legislature on the 13th February 1939, after it had been discussed in detail by the Standing Finance Committee for Railways in their meetings held on the 28th and the 30th January 1939. The general discussion of the budget took place in the Legislative Assembly on the 16th February 1939 and in the Council of State on the 18th February 1939. The voting on the demands for grants in the Assembly occupied four days, *viz.*, 20th, 21st, 22nd and 24th February 1939.

The general discussion on the budget covered a wide range of subjects, the more important of them being economy in working expenses, method of calculation of the contribution to the depreciation fund, stores purchase policy, loss on strategic lines, treatment of the staff on railways, the grant of passes, amenities for third class passengers, adequacy of the leave reserve in the various categories of railway establishments, transfer of subordinate establishment from one railway to another, road-rail competition, policy of Indianisation of railway services, over-crowding of trains, rating policy etc.

Of the motions for reduction made in the course of debates on the voting on demands for grants, nine token cuts were carried and one was negatived. The discussion on a cut of Rs. 70,000 pertaining to economy was not concluded owing to the time limit being reached on the last day allotted for the budget. The motions adopted related to Indianisation of higher services in railways, manufacture of locomotives in India, amenities of third class passengers, rates and freight policy, reduction in salaries, inadequate representation of Muslims in railway services, detailed administration and policy of Railway Board, provisions relating to enquiry into accidents and grievances of railway labour. The motion pressing for a long-range policy regarding railway finance was negatived on division after a full dress debate.

6. Standing Finance Committee for Railways.—During the year 1938-39, the Committee held meetings on ten occasions. They scrutinised, as usual, the proposals for expenditure to be incurred in the year 1939-40 both on capital and revenue account prior to their being placed before the Legislative Assembly, and examined and approved of proposals for the creation of certain superior posts on railways including the proposal for making permanent the temporary post of Joint Timber Advisory Officer, Railway and Defence Departments. The Committee also approved of the appointment of a Committee, at an estimated cost of Rs. 1 lakh, to enquire into the design, purchase and continued purchase of XB engines, as recommended

by Sir John Thom in his report on the accident near Bihta on the East Indian Railway. They further considered proposals for the purchase of the South Bihar and Hardwar-Dehra Railways and the proposal regarding the participation of the Madras and Southern Mahratta Railway in road motor services in the Madras Presidency. The Committee were informed that the legal bar which had hitherto precluded the Bombay, Baroda and Central India Railway's undertaking the construction of locomotives for other railways in India at the Ajmer Workshops had been removed. They expressed their appreciation of this step and approved of the Assam Bengal Railway's proposal to enter into commitments for the construction of 9 YB locomotives in that workshop.

7. Purchase of the South Bihar and Hardwar-Dehra Railways.—The South Bihar Railway, a broad gauge line 75·82 miles in length, was owned by the South Bihar Railway Company. It was constructed in 1899 and was worked by Government through the agency of the East Indian Railway Company up to 1905 for a proportion of its earnings. With effect from the 1st January 1906, the line was leased to Government for a yearly sum of £30,000. The purchase price was also fixed under the contract at £684,580. During the year under review the Government of India decided to purchase the railway for that fixed sum. The purchase was effected on the 30th June 1939.

The Hardwar-Dehra Railway, a broad gauge line, 32·04 miles in length, is owned by the Hardwar-Dehra Branch Railway Company and worked, maintained and stocked by Government through the agency of the East Indian Railway Administration for 50 per cent. of gross earnings. The Government of India have decided to purchase the railway on the 31st December 1939 at a price limited to 120 per cent. of the total capital expenditure incurred on the line up to the date of purchase, and the necessary notice of purchase has been issued to the Company.

8. Meetings with General Managers of Railways and Provincial Governments.—During the year under review the Railway Board held two meetings with the General Managers of the principal railways. The first meeting was held at Simla on the 7th October 1938 and the second at New Delhi on the 16th March 1939.

Several visits were paid by the members of the Railway Board to the headquarters of the various railway administrations and Provincial Governments. Copies of the tour programmes were sent in advance to the Press, Provincial Governments and important mercantile associations in order that an opportunity might be afforded them to express their views on matters of common interest and discuss problems affecting the railways and transportation generally.

9. Central Advisory Council for Railways.—Two meetings of the Central Advisory Council for Railways were held during the year 1938-39. The first meeting was held at New Delhi on the 9th April 1938 and the second at Simla on the 13th September 1938. The following subjects were discussed at these meetings with the results shown against each:—

Subject.	*Result of discussion.*
Nomination of members of the Central Advisory Council for Railways on the Local Advisory Committees.	Nominations were made after having been duly proposed and seconded. The Council also agreed that only those members residing within the area served by the railway should be considered eligible for election to that Railway's Advisory Committee.
Representation of Peasants' Organization on Local Railway Advisory Committees.	It was made clear that under the present constitution of the Committees there are representatives of the Provincial Governments who are particularly charged with the representation of the interest of rural areas and the travelling public. The Council were of the opinion that no further representation of such interests seemed necessary.

10. Local Railway Advisory Committees.—These committees which were first constituted in 1923 with the object of bringing railway administrations into closer touch with the requirements of "Trade" and the travelling public continued their useful work. The following list shows the railways on which these committees operate and the centres at which they meet:—

Railways.	*Centre.*	
Assam Bengal	Chittagong.	
Barsi Light	Kurduwadi.	
Bengal and North-Western	Gorakhpur.	
,, ,, (Bihar)	Muzaffarpur.	
Bengal Nagpur	Calcutta.	
,, ,, (Bihar and Orissa)	Calcutta.	
,, ,, (Central Provinces)	Nagpur.	
Bombay, Baroda and Central India	Bombay.	
,, ,, ,, (Ajmer)	Ajmer.	
Eastern Bengal	Calcutta.	
East Indian	Calcutta.	
,, (United Provinces)	Cawnpore Lucknow	} Alternate meetings.
Great Indian Peninsula	Bombay.	
,, ,, (Central Provinces)	Nagpur.	
,, ,, (United Provinces)	Cawnpore.	
Madras and Southern Mahratta	Madras.	
,, ,, (Bombay Presidency)	Bangalore Cantonment.	
North Western	Lahore.	
,, (Sind)	Karachi.	
Rohilkund and Kumaon	Izatnagar.	
South Indian	Madras Ootacomund	} Alternate meetings.

NOTE.—There is also a Local Advisory Committee on His Exalted Highness the Nizam's State Railway, which has its headquarters at Secunderabad, but particulars of the matters discussed by this committee are not included in the Railway Board's Quarterly Statement of Particulars of Local Advisory Committee Meetings.

The branch committee on the Bombay, Baroda and Central India Railway with headquarters at Ajmer was established during the year; the first meeting being held on the 14th February 1939.

A quarterly statement of the action taken on matters discussed at the meetings of these committees is published by the Railway Board and these statements show that a substantial proportion of the recommendations made are accepted. A wide range of subjects was discussed, of which mention may be made of the following:—

(*a*) facilities for passengers at stations—
  (i) provision of additional booking offices, waiting rooms, enquiry offices, rest houses, retiring rooms, platforms, etc., at stations and improvements thereto;
  (ii) opening of new stations;
  (iii) improvements in the arrangements at stations for the greater convenience of passengers entraining and detraining; and
  (iv) improvement of approach roads to stations;

(*b*) passenger stock—
  (i) improvements to and cleanliness of coaching stock;
  (ii) additional accommodation in trains;
  (iii) extension of the use of air-conditioned coaches;

(*c*) train timings—
  alterations in train timings, additional halts, additional trains, etc., to suit the requirements of the public.

(*d*) reduction of rates (for particular commodities) and fares—

(i) passenger fares, with particular regard to holiday concessions and return tickets at reduced rates;

(ii) rates for chemical manures, agricultural seeds, potatoes, sugar, sugarcane, seedlings, cuttings and plants, and wheat;

(*e*) railway catering rates, and general catering arrangements, including methods of allocating contracts, etc.;

(*f*) general—

(i) mela arrangements,

(ii) printing of time tables and tickets in Indian languages,

(iii) employment of lady ticket checkers,

(iv) supply of drinking water at stations,

(v) overcrowding in trains, and

(vi) provision of goods sheds and increase of accommodation at existing sheds.

Altogether 85 meetings were held during the year, the cost to railways in respect of fees, allowances and members' tickets over foreign railways being Rs. 24,000. This figure does not include other miscellaneous expenditure such as printing charges, etc., nor the value of free tickets issued over the "home" lines.

11. Railway Rates Advisory Committee.—Sir Zahid Suhrawardy continued as President and Rai Bahadur P. C. Bose as Railway Member and Secretary of the Committee.

At the beginning of the year, the following cases were pending with the Committee:—

(*a*) a complaint from Messrs. D. N. Sircar, S. K. Dass, Howrah, alleging that the Bengal Nagpur Railway was showing undue preference to the Tata Iron and Steel Company, Limited, Tatanagar, in regard to rates for Iron and Steel, Division B, by granting them a rebate off the published freight charges;

(*b*) the question as to whether the rating of coal by the Great Indian Peninsula Railway from stations in the Central Provinces coalfields for destinations between 251-400 miles distant caused undue or unreasonable preference or advantage within the meaning of Section 42 (2) of the Indian Railways Act (IX of 1890), and if so whether and how the preference should be removed;

(*c*) a complaint from the Rai Bahadur Narain Singh Sugar Mills, Limited, owners of a sugar factory at Barauť, alleging that the Shahdara-Saharanpur Railway had wrongly denied to them reasonable facilities in respect of forwarding and delivering their traffic and had wilfully neglected to provide wagons and locomotives necessary for its conveyance; and that it gave undue and unreasonable preference to the Upper Doab Sugar Mills, Limited, Shamli, in the matter of supply of wagons, freight charges and provision of siding platforms.

During the year, the following cases were referred to the Committee for investigation:—

(*d*) a complaint from the Upper Doab Sugar Mills, Limited, Shamli, Muzaffarnagar District, against the Shahdara-Saharanpur Light Railway, alleging that the rates on sugarcane booked to the mills, on molasses from the mills to Saharanpur and Delhi Shahdara and on sugar from the mills to Saharanpur and *viâ* and the siding charges levied on traffic carried over the mills' sidings were unreasonable and that reasonable facilities were

not afforded to the mills in the matter of supply of wagons for the carriage of sugarcane and molasses and in the matter of the time allowed for the loading and unloading of sugarcane;

(*e*) a complaint from Messrs. D. Abraham & Sons, Shipping and Clearing Agents, Bombay, against the Bombay, Baroda and Central India, East Indian, Great Indian Peninsula and North Western Railways alleging that the enhanced freight rate of Rs. 1-7-1 per maund for hides and skins in wagon loads from Delhi to Bombay, Karachi and Calcutta brought into force from 1st January 1938 was unreasonable;

(*f*) a complaint from the Federation of Baroda State Mills and Industries alleging that the special reduced rates granted by the Bombay, Baroda and Central India Railway from Bombay to Ahmedabad in respect of (i) paper, N. O. C., in bales or bundles, (ii) iron or steel, Division B, (iii) machinery, (iv) starch (*i.e.*, farina or sizing flour), (v) cotton, raw, full-pressed, (vi) cotton, raw, half-pressed and (vii) millboard or strawboard, were unduly preferential in relation to those for the same commodities from Bombay to Baroda and/or Petlad;

(*g*) a complaint from the Calcutta Flour Mills' Association alleging that the rates charged by the Eastern Bengal Railway for wheat flour from Calcutta stations to stations on that railway and on other railways reached *viâ* that railway, with the conditions of carriage attached thereto, were unreasonable *per se* and that the rates charged to their competitors with the conditions of carriage attached thereto were unduly preferential to the said competitors;

(*h*) a complaint from the Bengal Oil Mills' Association, Calcutta, alleging that the special rates charged by the East Indian Railway for mustard oil (in bulk) from Cawnpore, Agra, Hathras, etc., to Howrah, constituted undue preference of the United Provinces oil mills, that the existing rates for mustard seed from Cawnpore and other centres in the United Provinces to Calcutta were unreasonable and that the disturbance of the relativity between the rates for mustard seed and mustard oil had made the former particularly unreasonable;

(*i*) a complaint from the Bhima Ice Factory and Flour Mills, Cuttack, alleging that the existing rates charged by the Bengal Nagpur Railway, for wheat in full wagon loads from stations in the Central Provinces to Cuttack, were not only unreasonable, but also subjected the applicant to undue prejudice and disadvantage *vis-à-vis* Raipur.

The case under item (*a*) was withdrawn by the applicant.

In regard to item (*b*), the Committee came to the conclusion that the rating of coal by the Great Indian Peninsula Railway from stations in the Central Provinces coalfields for destinations between 251-400 miles distant constituted undue preference to the said coalfields within the meaning of section 42 (2) of the Indian Railways Act (IX of 1890) and recommended an enhanced scale of rates to remove the preference. The recommendation was accepted by the Government.

Item (*c*) was struck off the list as the applicant had shifted his mill from Baraut on the respondent railway's system to a place served by another railway.

In case No. (*d*), the parties came to a compromise on certain issues. On the remaining issues, the Committee found that the conveyance rate charged by the Shahdara-Saharanpur Railway on sugar from the applicant's mills at Shamli to *viâ* Saharanpur was not unreasonable, that the levy of a terminal charge at Shamli was not illegal and that the question of the siding charge

did not arise as no such charge was in existence at the time of the enquiry. The Committee held that no terminal charge was leviable at Saharanpur on through traffic and recommended that the terminal charge of 3 pies per maund be reduced to 1½ pies. The Government accepted the Committee's recommendation.

The Committee's reports on cases (*e*) and (*f*) were under the consideration of the Government and the remaining three cases were still under inquiry by the Committee at the close of the year.

12. Steps taken to improve earnings.—An endeavour is made in the following paragraphs to indicate broadly the steps which were taken by railways to improve their earnings :—

(*a*) Measures taken by railways to counteract motor competition are detailed in paragraph 60 under Chapter IV.

(*b*) Railways continued to make alterations in rates and fares with a view to increasing revenue; details are given in paragraph 57 under Chapter IV. Special mention may, however, be made of the following :—

(i) Special 30 days return tickets at a fare of Rs. 13 for each adult and Rs. 6-8 for each child were introduced from Manipur Road on the Assam Bengal Railway to Nabadwip Ghat on the Eastern Bengal Railway, during the period January to April 1939, to encourage the Vaishnavite pilgrims of Manipur to visit Nabadwip, the chief centre of Bengal Vaishnavism, in larger numbers. These tickets allow the pilgrims to visit the neighbouring towns of Santipur and Krishnagar city, both hallowed by association from the pilgrim's point of view.

(ii) In view of the encouraging results obtained from the " Travel-As-You-Like " season tickets, the concession has been retained as a permanent feature on the Eastern Bengal Railway.

For the first time 3rd class " Zone Season " tickets were introduced by the Bombay, Baroda and Central India Railway from 21st July 1938 to 10th August 1938 and 11th to 31st October 1938.

(iii) Three additional standard round tours for first, second and third class passengers covering important places of historical, sight-seeing and religious interests have been introduced by the Great Indian Peninsula Railway to stimulate excursion and pilgrim traffic.

(iv) To attract a larger number of visitors and delegates to the Indian National Congress at Tripuri (near Madan Mahal) in March 1939, concession return tickets for all classes at 1½ single journey fares were issued by the Great Indian Peninsula, Bombay, Baroda and Central India, East Indian, His Exalted Highness the Nizam's State and Madras and Southern Mahratta Railways (over the Madras and Southern Mahratta the basis of charge for 3rd class passengers was 1¾ single journey fares).

(v) First and second class cheap return tickets available for 30 days between Karachi and Bombay *viâ* Hyderabad, at special reduced fare on the North Western, Bombay, Baroda and Central India and Jodhpur Railways have been introduced in adjustment with fares by the sea route in order to divert the traffic to railway.

(*c*) *Green arrow registered transit system.*—A method of registered transit designated as " Green arrow registered transit system " has been introduced in local booking over the Eastern Bengal Railway system including stations on the Northern section of the Calcutta Port Commissioner's Railway, as also in through booking from stations on the Eastern Bengal Railway. The essence of the system is that for a registration fee of rupee one per consignment of any size or weight, goods and parcels are afforded the following additional facilities:—

(i) the consignment is continuously watched by a special organization called the " Green arrow cabinet ", so that it is transported as quickly as possible;

(ii) the consignor or consignee can at any time ascertain the whereabouts of the consignment from the " Green arrow cabinet ";

(iii) notices of arrival and intimations of delivery are promptly sent to the consignee and consignor respectively.

In through booking the special watch ceases with the transfer of the consignment to foreign railways.

A similar system known as the " Red arrow registered transit system " has also been introduced over the Bombay, Baroda and Central India Railway, applicable to goods consignments, booked from stations on the broad gauge in local booking and in through booking with foreign railways.

(*d*) Arrangements have been made in conjunction with Messrs. Cox & Kings for the through booking of consignments of :—

(i) tobacco from Eastern Bengal Railway stations to Rangoon;

(ii) sugar from Rohilkund and Kumaon Railway stations to Rangoon and Akyab.

(*e*) A detailed account of the steps taken by railways to facilitate the movement of traffic is given in Chapter IV. Special mention may, however, be made of the new system of road van services introduced on the Madras district of the South Indian Railway. By this system handling of " smalls " is eliminated at junctions and trains are arranged to leave in quick succession in all directions.

A similar service known as " Smalls quick transit service " has also been introduced over the East Indian Railway.

(*f*) Surprise checks continued to be carried out to detect cases of misdeclaration of goods and under-weighment of consignments—malpractices which inevitably result in a leakage of revenue.

13. Steps taken to reduce expenses.

13.1. Job Analysis.—Job analysis, which was alluded to in paragraph 12 of last year's report and which involves a detailed financial scrutiny of a particular item of railway activity with a view to the reduction of its cost, was continued on both State and Company managed railways. The table appearing on the next page shows for the six years ending 1938-39, the economies effected on each of the more important railways and the cost of the organisation conducting the investigations.

Railway.	1933-34.		1934-35.		1935-36.		1936-37.		1937-38.				1938-39.				Savings effected since the introduction of Job analysis to the end of 1938-39 (Recurring only).
										Savings effected.				Savings effected.			
	Cost of Job analysis organization.	Savings effected.	Cost of Job analysis organization.	Savings effected.	Cost of Job analysis organization.	Savings effected.	Cost of Job analysis organization.	Savings effected.	Cost of Job analysis organization.	Recurring.	Non-recurring.	Total.	Cost of Job analysis organization.	Recurring.	Non-recurring.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian . .	77,691	7,01,128	92,884	18,14,544	1,13,541	5,82,459	93,009	5,60,700	1,07,773	2,07,512	6,88,256	8,95,768	1,10,553	1,75,595	4,03,988	5,79,583	21,61,589
Great Indian Peninsula	56,680	4,15,000	64,000	2,04,246	53,574	2,04,859	19,554	9,69,224	17,673	2,29,137	6,745	2,35,882	23,807	44,160	..	44,160	29,75,733
North Western .	32,000	12,66,749	46,006	12,37,376	56,729	7,22,202	40,056	33,35,092	60,855	4,09,358	23,16,748	27,26,106	65,760	3,70,991	21,32,835	25,03,826	40,63,225
Eastern Bengal .	63,000	2,17,864	65,995	1,29,508	26,134	41,600	25,969	1,17,152	40,527	2,89,015	*Nil*	2,89,015	62,279	46,848	7,080	53,928	5,25,652
Bombay, Baroda and Central India.	58,789	3,52,862	35,300	11,41,596	3,643	2,25,682	247	8,27,666	4,516	3,04,663	1,526	3,06,189	1,177	4,77,972	..	4,77,972	26,44,314
Madras and Southern Mahratta.	8,750	45,220	17,632	1,14,000	4,920	2,56,000	120	1,94,852	10,766	33,137	51,959	85,096	13,645	51,195	40,036	91,231	6,79,539
South Indian . .	19,580	27,400	2,180	25,000	221	8,463	504	7,585	6,530	7,799	9,812	17,611	10,446	18,694	4,341	23,035	67,569
Burma . . .	7,500	25,871	26,615	73,352	..	77,591	..	..	..	..	..	..	..	..	..	..	..
Assam Bengal . .	12,325	1,31,755	8,208	12,659	1,490	..	7,065	24,146	3,966	4,025	..	4,025	27,994	88,232	1,751	89,983	1,92,899
Bengal Nagpur .	..	..	..	..	17,575	13,88,493	2,617	66,330	9,475	20,634	12,680	33,314	..	56,235	672	56,907	7,83,070

It may be of interest to mention some of the particular items examined either in the course of the job analysis investigation or as a result of steps taken in other directions to reduce expenses.

13.2. Transportation—

(i) In the past the Assam Bengal Railway marshalled trains on their branch lines with the brake-van in rear. This necessitated re-marshalling at the end of every run, but where sufficient time for shunting was not available for this purpose trains were formed with a brake-van at each end. As an experiment it was decided, on one branch, to marshal the brake-van in the centre. The system proved successful and was extended to other branches. By this means eight four-wheeled brake-vans were released from trainrakes with a saving of 214,300 vehicle miles and of 1,858 shunting hours. The system was introduced on different dates throughout the year and the saving in vehicle and shunting mileage throughout a year will be much greater.

(ii) Last year it was mentioned that a detailed analysis of the passenger train services showed that on some railways, by re-organisation, a considerable saving could be effected. This examination was continued and as an instance it may be mentioned that the South Indian Railway were able to effect a reduction of 830 train miles per diem.

(iii) A careful examination was made of the occupation of upper class stock, as a result of which on some branches upper class stock was abolished altogether and on some main line services it was reduced; the spare "Train room" accommodation being utilised when desirable for vehicles of other classes.

(iv) The method of handling "Smalls" consignments in transit between different railways was further examined resulting in more economy. For example, on the North Western Railway some 20 transit sheds were wholly or partially closed. On the Bombay, Baroda and Central India Railway the number of transhipments was reduced on the broad gauge from an average of about 7,340 a month to 2,590 and on the metre gauge from an average of 6,600 to 3,600 (in March). On that railway also some transhipment sheds were entirely closed.

(v) The standardisation of uniforms and of stationery and forms, together with a careful check on consumption of the latter, effected a further reduction in expenditure on several railways. For instance, the North Western Railway estimate that they saved approximately Rs. 79,000 by a careful analysis of requirements and some Rs. 7,500 by return of surplus stock as a result of inspection and that the expenditure on printing was reduced by Rs. 12,500 by standardisation, the adoption of more economical sizes, and by the utilisation of paper previously regarded as waste.

13.3. Engineering—

(i) The introduction of enamelled in place of painted notice boards, with white lettering on black background, is estimated to effect an annual saving of Rs. 3,500 on the East Indian Railway.

(ii) Similarly the use of scrap boiler tubes for the manufacture of fencing in place of ordinary palisade fencing on the above railway is estimated to save over annas eight per lineal foot.

(iii) The Great Indian Peninsula Railway adopted the extensive re-pressing of fish plates to extend the life of rails without cropping rail ends.

(iv) The increase of certain gang lengths on the Jodhpur Railway is expected to effect a saving of Rs. 10,000 a year.

(v) On the Madras and Southern Mahratta Railway the system of maintenance of permanent-way by ' mobile gangs ' was extended to six more sections. In this system a gang is equipped with a light trolly which enables it to cover a greater area with equal efficiency.

(vi) On the North Western Railway a trial of the maintenance of track by the " Spot " renewal system of sleepers was continued on two divisions but it was not possible to gauge its effect during the year.

Composite sleepers made with cuts from sleepers and old tie bars were used for casual renewals of sleepers in yards; and to reduce the cost of treating sleepers, experiments were carried out with sleepers treated with different preparations of fuel oil and creosote.

13.4. Mechanical and Electrical.—Railways continued to strive to obtain greater availability and increased utilisation of existing locomotives and rolling stock during the year under review. On the East Indian Railway a further tightening up of engine links enabled certain services to be operated with less engines and the remodelling of Moghalsarai running shed with a view to providing facilities for the more intensive use of passenger engines was taken in hand. It is anticipated that this scheme will eventually enable existing services to be operated with 29 less engines. A similar scheme for concentrating both goods and passenger engines at Cawnpore has been developed during the year. On the Bengal Nagpur Railway the inauguration of an internal transport scheme in Kharagpur workshops enabled the engine repair schedule to be reduced from 22 to 20 days and has resulted in two extra engines being placed at the disposal of the Running Department. The more intensive use of coaching stock on the Madras and Southern Mahratta Railway has enabled a number of units to be withdrawn from normal service.

The policy of scrapping without replacement wherever possible resulted in further reductions in stock on the Great Indian Peninsula, North Western and Assam Bengal Railways. On the North Western Railway capital at charge has been reduced by a further Rs. 15·94 lakhs by the scrapping of six locomotives, seven boilers, 157 coaching units and 90 goods units without replacement. An annual saving of Rs. 12,500 was also effected by the scrapping of surplus wagons on the Assam Bengal Railway.

On the East Indian Railway progress was made with the introduction of the scheme for concentrating running maintenance of goods stock at certain " key " stations. This scheme will enable certain existing sick lines to be closed and others to be reduced in status and when finally established will, it is estimated, make approximately 150 more wagons available for loading daily. The functions of the train examining centres at Kundian, Ferozepore, Ambala and Khanewal on the North Western Railway were also considerably reduced thereby resulting in a saving of 55 per cent. of the staff employed at these stations.

With the introduction of " Single Control " working at Tangi, a junction between the Assam Bengal and Eastern Bengal Railways, with effect from 1st July 1938, considerable economies have been effected on both railways and the scheme is being adopted permanently. Economies effected by the introduction of ' Single Control " working at Raichur, Juhi, Agra Cantonment and Allahabad by the Great Indian Peninsula Railway have been maintained and " Single Control " working was extended to Chheoki during the year.

The system of engine cleaning by contract on the Eastern Bengal Railway reached one more stage when Narculdanga shed was embraced. A saving of approximately Rs. 4,000 annually has been effected thereby.

The replacement of the old power house plant of the Bengal Nagpur Railway at Kharagpur by modern turbo-alternator and boiler plant has resulted in fuel savings approximately Rs. 1,03,000 per year and 1·3 million gallons of water per month.

On the East Indian Railway the use of scrap axles in place of purchased steel billets and the reconditioning of manganese bronze axle-boxes were continued with further material savings. Economies were also effected on the South Indian Railway by the use of a disinfectant prepared in the Main Stores at Negapatam in lieu of a proprietory brand and by the purchase of phosphor bronze refined from the railway's scrap instead of manufacturing the same from virgin metals in the railway's workshops.

CHAPTER II.

FINANCIAL RESULTS.

A.—*Trade Review.*

14. The prosperity of the Railways depends to some extent on the fluctuations of India's trade with other countries. The details of such fluctuations may be seen from the following two tables showing exports and imports of principal commodities.

14.1. Exports.—During the year 1938-39, the total value of exports including re-exports amounted to Rs. 169 crores, as compared with Rs. 189 crores in the preceding year, a decrease of Rs. 20 crores or 10·6 per cent. The following table shows the fluctuations in important commodities :—

NOTE.—As a result of the separation of Burma, the trade statistics for 1937-38 and 1938-39 given in this table include the trade of British India with Burma and exclude the direct trade of Burma with foreign countries. Figures for 1936-37 have been adjusted as far as available data permit, so as to represent British India excluding Burma.

Commodity.		Quantity (in thousands).					Value.				
		1936-37.	1937-38.	1938-39.	1938-39 compared with 1936-37.	1938-39 compared with 1937-38.	1936-37 (crores).	1937-38 (crores).	1938-39 (crores).	1938-39 compared with 1936-37 (lakhs).	1938-39 compared with 1937-38 (lakhs).
							Rs.	Rs.	Rs.	Rs.	Rs.
Raw Jute	Bales	4,595	4,185	3,866	—729	—319	14·77	14·72	13·39	—1,38	—1,33
Metals and ores	Tons	1,450	1,904	1,509	+59	—395	3·68	6·13	4·91	+1,23	—1,22
Pig iron	,,	574	629	514	—60	—115	1·29	2·60	2·56	+1,27	—4
Manganese ore	,,	677	1,001	456	—221	—545	1·31	2·21	1·07	—24	—1,14
Jute cloth	Yds.	1,710,021	1,643,032	1,545,576	—164,445	—97,506	15·50	15·37	13·30	—2,20	—2,07
Hides and skins	Tons	63	75	59	—4	—16	11·01	11·49	8·66	—2,41	—2,89
Indian raw wool	Lbs.	51,897	37,989	55,416	+3,519	+17,427	2·86	2·65	2·99	+13	+34
Jute bags	No.	620,538	612,260	598,436	—22,102	—13,824	13·19	13·17	12·46	—73	—71
Food grains	Tons	621	878	742	+121	—136	6·57	9·49	7·74	+1,17	—1,75
Wheat	,,	235	460	279	+44	—181	2·11	4·62	2·48	+37	—2,14
Barley	,,	10	35	9	—1	—26	0·06	0·23	0·02	+2	—21
Wheat flour	,,	50	62	61	+11	—1	0·70	0·89	0·78	+8	—11
Rice	,,	236	228	284	—48	+56	2·72	2·62	3·18	+46	+56
Paraffin wax	,,	3	12	9	+6	—3	0·13	0·51	0·36	+23	—15
Coffee	Cwts.	215	135	185	—30	+50	0·86	0·55	0·75	—11	+20
Cotton manufactures including twist and yarn.	..	..	..	..	..	..	7·04	9·29	7·12	+8	—2,17
Indian cotton piecegoods	Yds.	190,946	241,255	176,992	—13,954	—64,263	5·23	6·50	4·79	—44	—1,71
Cotton twist and yarn	Lbs.	21,027	40,124	37,960	+16,033	—2,164	1·11	2·03	1·83	+77	—15
Wood and timber and manufactures thereof.	..	..	..	..	..	..	0·26	0·29	0·24	—2	—5
Raw rubber	Lbs.	14,840	17,755	17,218	+2,378	—537	0·53	0·84	0·72	+19	—12
Raw hemp	Cwts.	769	830	816	+47	—14	0·69	0·75	0·72	+3	—3
Tobacco	Lbs.	44,750	52,032	65,143	+20,393	+13,061	1·77	2·00	2·76	+99	+76
Coir manufactures	Cwts.	608	744	692	+84	—52	0·78	1·04	0·96	+18	—8
Lac (chiefly shellac)	,,	831	665	642	—189	—23	2·34	1·62	1·26	—1,08	—36
Raw cotton	Bales	4,140	2,731	2,703	—1,437	—28	48·17	29·03	28·86	—19,31	—5,17
Tea	Lbs.	305,876	334,225	350,262	+44,386	+16,037	20·22	24·39	23·42	+3,20	—97
Oilseeds	Tons	1,162	950	1,199	+37	+249	18·60	14·16	15·06	—3,54	+90
Linseed	,,	296	227	313	+22	+91	4·36	3·57	4·40	+4	+83
Groundnut	,,	740	619	835	+95	+216	12·30	8·93	9·93	—2,37	+1,00
Rapeseed	,,	38	32	12	—26	—20	0·54	0·46	0·16	—38	—30
Castor seed	,,	43	42	8	—35	—34	0·63	0·64	0·10	—53	—54
Coal	,,	726	1,006	1,321	+595	+315	0·63	0·95	1·32	+69	+37
Woollen carpets and rugs	Lbs.	9,898	11,061	8,945	—953	—2,116	0·86	1·02	0·82	—4	—20
Fodder, bran and pollards	Tons	9	16	17	+8	+1	0·04	0·09	0·09	+5	..
Animals	No.	219	230	179	—40	—51	0·09	0·09	0·08	—1	—1

As compared with 1937-38, the principal items, showing decreases were raw cotton, jute bags and cloth, cotton piecegoods, raw jute, metals and ores, chiefly under manganese ore, hides and skins, food grains except rice, cotton manufactures, raw rubber, paraffin wax and lac (chiefly shellac) while increases were noticed under oilseeds except castor and rape, raw wool, coffee, tobacco and coal. Tea increased in quantity but decreased in value.

14.2. Imports.—The total value of the imports of foreign merchandise into British India (excluding Burma) during 1938-39 amounted to Rs. 152 crores, as compared with Rs. 174 crores in the preceding year, a decrease of 22 crores or 12·6 per cent. The following table shows the fluctuations in important commodities :—

NOTE.—As a result of the separation of Burma, the trade statistics for 1937-38 and 1938-39 given in this table include the trade of British India with Burma and exclude the direct trade of Burma with foreign countries. The figures for 1936-37 have been adjusted as far as available data permit, so as to represent British India excluding Burma.

Commodity.		Quantity (in thousands).					Value.				
		1936-37.	1937-38.	1938-39.	1938-39 compared with 1936-37.	1938-39 compared with 1937-38.	1936-37 (crores).	1937-38 (crores).	1938-39 (crores).	1938-39 compared with 1936-37 (lakhs).	1938-39 compared with 1937-38 (lakhs).
							Rs.	Rs.	Rs.	Rs.	Rs.
Raw cotton	Tons	66	134	96	+30	—38	5·88	12·13	8·51	+2,63	—3,62
Machinery and millwork	..	..	..	..	..	..	12·76	17·15	19·05	+6,29	+1,90
Jute machinery	..	..	..	..	..	..	0·74	1·06	0·71	—3	—35
Electrical machinery	..	..	..	..	..	..	2·46	2·69	3·72	+1,26	+1,03
Boilers	..	..	..	..	..	..	0·80	1·17	1·40	+60	+23
Metals and ores	Tons	400	438	344	—56	—94	9·21	13·39	10·87	+1,66	—2,52
Iron and steel	,,	332	369	272	—60	—97	5·36	8·21	6·68	+1,32	—1,53
Metals other than iron and steel and manufactures thereof.	,,	67	69	72	+5	+3	3·83	5·18	4·19	+36	—99
Coal tar dyes	Lbs.	16,905	20,888	12,050	—4,855	—8,838	2·61	3·43	2·61	..	—82
Electrical instruments	..	..	..	..	..	..	2·83	3·47	3·32	+49	—15
Paper and pasteboard	Cwts.	2,939	3,633	3,073	+134	—560	2·60	4·15	3·23	+63	—92
Provisions	..	..	..	..	..	..	2·27	2·60	2·48	+21	—12
Hardware	..	..	..	..	..	..	2·64	3·31	2·57	—7	—74
Chemicals	..	..	..	..	..	..	2·54	3·33	3·06	+52	—27
Wheat	Tons	2	22	159	+157	+137	0·02	0·24	1·17	+1,15	+93
Fruits and Vegetables Dried, salted or preserved.	,,	89	93	82	—7	—11	1·14	1·10	0·88	—26	—22
Rubber manufactures	..	..	..	..	..	..	1·95	1·89	1·41	—54	—48
Textile group	..	..	..	..	..	..	23·83	27·29	21·24	—2,59	—6,05
Cotton piecegoods	Yds.	698,835	590,798	647,264	—51,571	+56,466	11·95	11·69	10·27	—1,68	—1,42
Cotton twist and yarn	Lbs.	27,098	21,998	36,459	+9,361	+14,461	2·44	2·51	2·93	+49	+42
Wool and woollen goods	..	..	..	..	..	..	2·66	4·15	2·82	+16	—1,33
Artificial silk	..	..	..	..	..	..	3·71	4·87	2·24	—1,47	—2,63
Silk piecegoods	Yds.	20,381	22,868	16,873	—3,508	—5,995	0·78	0·90	0·67	—11	—23
Rice (not in the husk)	Tons	1,419	1,198	1,282	—137	+84	12·35	10·98	11·37	—98	+39
Soap	Cwts.	44	42	34	—10	—8	0·25	0·24	0·22	—3	—2
Sugar	Tons	19	14	36	+17	+22	0·20	0·19	0·46	+26	+27
Motor vehicles (cars and cycles).	No.	13	17	12	—1	—5	2·30	3·03	2·22	—8	—81
Motor omnibuses	,,	9	15	8	—1	—7	1·28	2·07	1·18	—10	—89
Mineral oils	Gal.	406,548	474,946	438,711	+32,163	—36,235	14·98	17·45	14·67	—31	—2,78
Kerosene oil	,,	181,895	202,646	182,054	+159	—20,592	7·14	7·62	6·46	—68	—1,16
Fuel oil	,,	109,529	128,048	136,788	+27,259	+8,740	1·54	1·83	1·98	+44	+15
Cotton hosiery	..	..	..	..	..	..	0·22	0·29	0·18	—4	—11
Haberdashery and millinery	..	..	..	..	..	..	0·53	0·64	0·47	—6	—17
Boots and shoes	Pairs	1,013	1,183	835	—178	—348	0·15	0·22	0·15	..	—7
Precious stones and pearls, unset.	..	..	..	..	..	..	0·89	1·24	1·15	+26	—9
Wood and Timber	..	..	..	..	..	..	2·49	2·98	2·87	+38	—11

It will be observed that as compared with 1937-38, there were decreases under most of the important items of imports.

14.3. Balance of Trade.—The visible balance of trade in merchandise and treasure for the year 1938-39 was in favour of India to the extent of Rs. 29 crores, as compared with Rs. 30 crores in the preceding year.

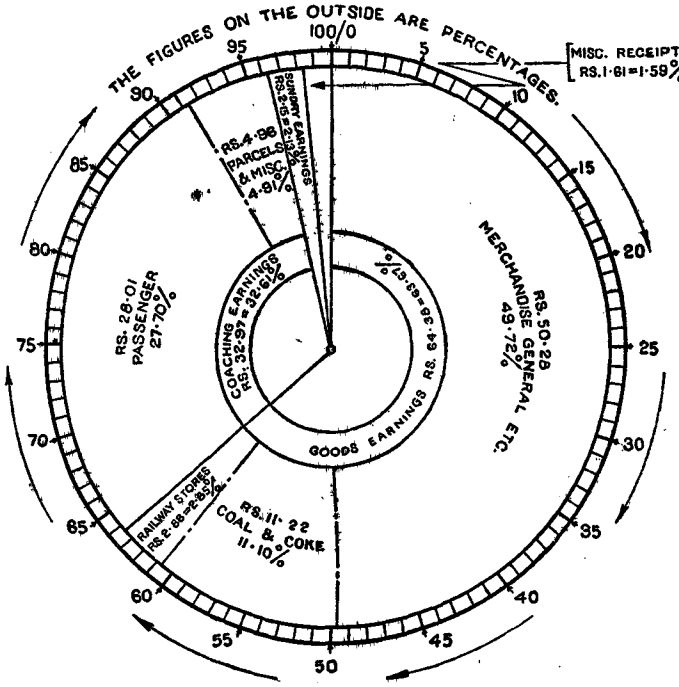
REVENUE RECEIPTS AND EXPENDITURE OF STATE-OWNED RAILWAYS IN INDIA INCLUDING WORKED LINES 1938-39.

FIGURES IN CRORES.

TOTAL REVENUE RECEIPTS.

(RS. 101·11)

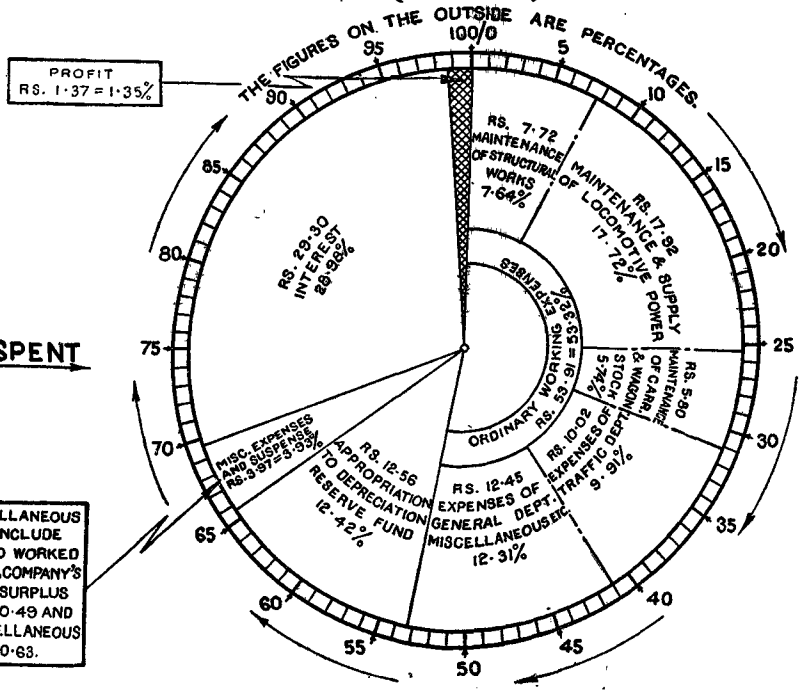
HOW EARNED



TOTAL REVENUE EXPENDITURE.

(RS. 99·74)

HOW SPENT



NOTE:—MISCELLANEOUS EXPENSES INCLUDE PAYMENTS TO WORKED LINES RS. 2·75, COMPANY'S SHARE OF SURPLUS PROFITS RS. 0·49 AND LAND, & MISCELLANEOUS CHARGES RS. 0·63.

B.—Financial results of State Railways.

15. Financial results of working.—The steady improvement in railway earnings which was noticeable since the beginning of the year 1936-37 continued in the first half of 1937-38. Deterioration in traffic, however, set in from November 1937 and continued through 1938-39. Railways were able to earn 94·48 crores only in 1938-39 against 95·01 crores in 1937-38, a decrease of 53 lakhs. The decrease was in both passenger and goods earnings.

15.1. Ordinary working expenses excluding depreciation amounted to 51·48 crores against 50·37 crores in the previous year, or over a crore more.

15.2. The contribution made from revenue to the depreciation fund was 12·56 crores, which is a lakh less than in the previous year owing to the writing down of the capital at charge by the net amount of premium, discount and exchange in respect of discharged debentures. The working expenses including depreciation were 64·04 crores against 62·94 in 1937-38.

15.3. Miscellaneous transactions in 1938-39 resulted in a net receipt of 23 lakhs against a net expenditure of five lakhs in 1937-38. The improvement of 28 lakhs was due to the realisation of a larger amount of interest on depreciation fund balances than in the previous year, there being no withdrawals from the fund to meet deficits as in years prior to 1936-37.

15.4. The net revenue amounted to 30·67 crores against 32·02 crores in 1937-38 and was in excess of interest charges by 137 lakhs as compared with 276 lakhs in 1937-38. This surplus was paid to the General revenues as contribution from railways, as it was decided to postpone till 1940 the repayment of loans taken in previous years from the Depreciation Reserve Fund to meet losses in the working of railways.

15.5. The appropriation to the depreciation fund was 12·56 crores and the amount withdrawn to meet the expenditure on renewals and replacements was 7·10 crores resulting in an addition of 5·46 crores to the fund. The actual balance at credit of the fund at the end of 1938-39 was 24·67 crores and the nominal balance amounted to about 55⅓ crores.

15.6. The total works expenditure during the year under review amounted to 942 lakhs of which 233 lakhs was charged to capital and the balance to the depreciation fund. The capital expenditure was 227 lakhs on open line works and six lakhs on new constructions. There was an increase of 84 lakhs in the stores balances which at the end of 1938-39 amounted to 10,08 lakhs.

15.7. At the end of 1938-39 the unliquidated liabilities of railways amounted to 65·66 crores. Of this 30·29 crores is the net amount of loans taken from the depreciation fund, and the balance represents the contributions to general revenues which had remained unpaid from 1931-32 to 1936-37 fully, and partly during the years 1937-38 and 1938-39.

The details are as follows :—

(In crores of rupees.)

	Loans from Depreciation fund.	Unpaid contributions to general revenues.
1931-32	4·25	5·36
1932-33	10·23	5·23
1933-34	7·96	5·21
1934-35	5·06	5·04
1935-36	4·00	4·99
1936-37	−1·21	4·91
1937-38	...	1·58
1938-39	...	**3·05**
Total	30·29	35·37

16. The following statement gives the financial statistics of Indian State-owned railways from 1924-25 to 1938-39 :—

(Figures in lakhs of rupees.)

—	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.
Mileage. . .	*26,935*	*27,090*	*27,664*	*28,036*	*29,111*	*30,873*	*31,197*	*31,640*	*31,642*	*31,644*	*31,619*	*31,732*	*31,729*	29,680*	29,725
Capital at charge at end of year (in crores).	635	654	681	714	739	770	783	790	789	787	787	789	789	754	755
Gross traffic receipts.	1,00,13	98,94	98,42	1,03,43	1,03,73	1,02,70	95,10	86,63	84,43	86,63	90,20	90,65	95,49	95,01	94,43
Operating expenses .	51,65	52,99	52,89	53,06	54,22	55,59	54,39	49,31	49,03	49,50	50,27	50,87	50,23	50,37	51,48
Depreciation fund .	10,35	10,67	10,89	11,38	12,00	12,59	13,07	13,46	13,77	13,56	13,72	13,25	13,15	12,57	12,56
Net Traffic receipts .	38,13	35,28	34,64	38,99	37,51	34,52	27,64	23,86	21,63	23,57	26,21	26,53	32,11	32,07	30,44
Net Miscellaneous receipts after deducting miscellaneous charges and surplus profits payable to companies.	—1,07	—1,19	—1,27	—87	—37	—2	—11	1	1,10	1,05	53	86	—9	—5	23
Net revenue . .	37,06	34,09	33,37	38,12	37,14	34,50	27,53	23,87	22,63	24,62	26,74	27,39	32,02	32,02	30,67
Interest charges .	23,90	24,81	25,87	27,27	29,33	30,46	32,72	33,07	32,91	32,58	31,80	31,39	30,81	29,26	29,30
Surplus . .	13,16	9,28	7,50	10,85	7,81	4,04	—5,19	—9,20	—10,28	—7,96	—5,06	—4,00	1,21	2,76	1,37
Paid as contribution to general revenues.	6,78	5,49	6,01	6,28	5,23	6,12	5,74	..	..	..	..	..	..	2,76	1,37
Transferred to railway reserve.	6,38	3,79	1,49	4,57	2,58	—2,08	—10,93	—4,95	..	..	..	..	..	..	..
Ratio of working expenses (excluding Depreciation fund) to Gross Traffic receipts.	51·6%	53·6%	53·7%	51·3%	52·3%	54·1%	57·2%	56·9%	56·7%	55·8%	54·7%	54·9%	51·4%	51·6%	53·1%
Ratio of working expenses (including Depreciation fund) to Gross Traffic receipts.	61·9%	64·3%	64·8%	62·3%	63·8%	66·4%	70·9%	72·5%	73·0%	71·4%	69·9%	69·5%	65·2%	65·0%	66·4%
Ratio of Net Traffic receipts to capital at charge.	6·0%	5·4%	5·1%	5·5%	5·1%	4·5%	3·5%	3·0%	2·7%	3·0%	3·3%	3·4%	4·2%	4·2%	4·2%

NOTE 1.—The figures for the years from 1924-25 to 1936-37 are inclusive of those of the Burma Railways.

NOTE 2.—Credits for materials released from works not charged to revenue were taken in reduction of operating expenses up to 1931-32. From 1932-33 to 1935-36 they were added to receipts and have been included in the above table under net miscellaneous receipts. Since 1936-37, these credits have been taken in reduction of expenditure from the Depreciation Reserve fund. The amounts involved are as follows : 119 lakhs in 1932-33 and 1933-34, 90 lakhs in 1934-35, and 110 lakhs in 1935-36.

NOTE 3.—For purposes of proper comparison with past years the ratios in the last three lines of the statement with respect to 1932-33, 1933-34, 1934-35, 1935-36, 1936-37, 1937-38 and 1938-39 have been worked out as if the above sums of 119, 119, 90, 110, 115, 138 and 132 lakhs were deducted from operating expenses.

NOTE 4.—Working expenses were reduced in 1930-31 by 166 lakhs by a credit from the Depreciation fund for correction of past accounting adjustments and in 1924-25 by 179 lakhs by certain abnormal refunds of expenditure in previous years.

* Excludes 51·80 miles of Bezwada Masulipatam Railway which was purchased by the State on the 4th February 1938.

16.1. Though these statistics show the trend of receipts and expenditure fairly clearly, they do not lend themselves directly to close comparison owing to changes of accounting during the period and certain other special features, the more important of which are mentioned below :—

(*a*) In the years prior to 1932-33, credits on account of material released from works whether in the nature of repairs or renewals or replacements were taken as reducing the working expenses but since that year only credits in connection with repairs and maintenance operations are so taken. For comparison with earlier years, the following sums should be deducted from the working expenses of the years 1932-33 and thereafter :—

	(*Including Burma Railways.*) (In lakhs of rupees.)	(*Excluding Burma Railways.*) (In lakhs of rupees.)
1932-33	119	103
1933-34	119	110
1934-35	90	84
1935-36	110	109
1936-37	115	110
1937-38	...	138
1938-39	...	**132**

(*b*) In 1924-25, working expenses were reduced by a refund of customs duty paid in earlier years on stores imported for Company-managed railways amounting to 141 lakhs and by a transfer from reserves of 38 lakhs representing the cost of writing down stores. A sum of 179 lakhs should be added to the working expenses of that year.

(*c*) In 1930-31, working expenses were reduced by 166 lakhs by a credit from the depreciation fund for correction of past erroneous adjustments.

(*d*) The emergency deductions made from the pay of the staff reduced the working expenses in certain years, namely :—

	(*Including Burma Railways.*) (In lakhs of rupees.)	(*Excluding Burma Railways.*) (In lakhs of rupees.)
1931-32	44	41
1932-33	191	182
1933-34	114	110
1934-35	100	96
1935-36	8	8

(*e*) Since 1936-37, owing to a change in the allocation rules, certain renewal and replacement expenditure has been transferred from ordinary working expenses to depreciation fund. The net figure in this respect was 73 lakhs in 1936-37, about 60 lakhs in 1937-38 and about the same amount in 1938-39.

17. Making allowance for these factors, the comparable figures of traffic receipts and working expenses (excluding Burma railways) from 1924-25 are as follows :—

(In crores of rupees.)

Year.	Traffic Receipts.	Ordinary working expenses including cut in pay.	Ordinary working expenses excluding cut in pay.
1924-25	95·84	51·26	51·26
1925-26	94·01	50·67	50·67
1926-27	93·81	50·49	50·49
1927-28	98·40	50·57	50·57
1928-29	98·78	51·46	51·46
1929-30	97·83	53·02	53·02
1930-31	90·82	53·75	53·75
1931-32	82·89	46·98	47·39
1932-33	81·10	45·85	47·67
1933-34	83·06	46·13	47·23
1934-35	86·48	47·13	48·09
1935-36	87·04	47·52	47·60
1936-37	91·79	47·79	47·79
1937-38	95·01	49·59	49·59
1938-39	94·48	50·76	50·76

18. The statement below gives the net revenue and the percentage of interest charges on the capital at charge—

(In lakhs of rupees.)

Year.	Net revenue.	Percentage of net revenue to capital at charge.	Interest charges.	Percentage of interest charges to capital at charge.	Surplus or Deficit.
1924-25	35,71	5·9	22,98	3·8	12,73
1925-26	32,32	5·2	23,82	3·8	8,50
1926-27	32,02	4·9	24,83	3·8	7,19
1927-28	36,35	5·3	26,15	3·8	10,20
1928-29	35,84	5·1	28,10	4·0	7,74
1929-30	32,82	4·5	28,87	4·0	3,95
1930-31	26,02	3·5	31,13	4·2	—5,11
1931-32	22,93	3·0	31,46	4·2	—8,53
1932-33	21,86	2·9	31,40	4·2	—9,54
1933-34	23,69	3·1	31,03	4·1	—7,34
1934-35	25,70	3·4	30,30	4·0	—4,60
1935-36	26,51	3·5	29,92	4·0	—3,41
1936-37	30,84	4·1	29,39	3·9	1,45
1937-38	32,02	4·2	29,26	3·9	2,76
1938-39	**30,67**	**4·1**	**29,30**	**3·9**	**1,37**

19. The operating ratio of State-owned railway, *i.e.*, the ratio of working expenses to gross traffic receipts was 53 per cent. (excluding depreciation) against 52 per cent. in 1937-38, and 66 per cent. (including depreciation) or 1 per cent. more than in the previous year. In the table below the ratios of earlier years (excluding Burma railways) are given for purpose of comparison.

Year.	Percentage, excluding depreciation.	Percentage, including depreciation.
Average of 5 years, 1924-25 to 1928-29	52·5	63·5
1929-30	54	66
1930-31	57	71
1931-32	56	72
1932-33	57	74
1933-34	56	72
1934-35	55	70
1935-36	55	70
1936-37	52	66
1937-38	52	65
1938-39	**53**	**66**

20. For purposes of comparison certain statistics available for some foreign railways are given below.

The gross receipts of the four amalgamated British railways in 1938 amounted to £182 million, a decrease of £8 million (4 per cent.) over the

previous year, but £25½ million (12 per cent.) less than in 1929. Their working expenses amounted to £156 million or £1 million (0·6 per cent.) more than in the previous year and £12 million (7 per cent.) less than in 1929. The operating ratio was 85·7 per cent. as against 81·6 per cent. in the previous year and 81 per cent. in 1929.

The Canadian Pacific Railway earned 142 million dollars in 1938, 3 million dollars (2 per cent.) less than in the previous year, and 68 million dollars (32 per cent.) less than in 1929. Their working expenses were 121 million dollars or about the same as in 1937 and 46 million dollars (28 per cent.) less than in 1929. The operating ratio, which was 79½ per cent. in 1929 and 83·64 per cent. in 1937, stood at 85·41 per cent. in 1938.

The Canadian National Railways realised 182 million dollars in 1938, 16 million dollars (8 per cent.) less than in 1937 and 86 million dollars (32 per cent.) less than in 1929. Their working expenses amounted to 176 million dollars, which were lower by 5 million dollars (3 per cent.) than in 1937 but 45 million dollars (20 per cent.) below that of 1929. The operating ratio was 96·67 per cent. against 91·12 in the previous year and 14¼ per cent. higher than in 1929.

The receipts of the principal railways of the United States were 3,565 million dollars in 1938, which was about 14 per cent. less than in 1937, and 32 per cent. less than in 1930. The working expenses, which were 2,722 million dollars, were 13 per cent. less than in the previous year and 31 per cent. less than in 1930. The operating ratio in 1938 was 76·35 per cent. against 74·87 per cent. in 1937 and 74·45 per cent. in 1930.

The gross receipts of the German State Railways for 1938 were Reichmarks 4,815 million, which showed an increase of Reichmarks 395 million (9 per cent.) over the previous year, but a decrease of Reichmarks 538 million (10 per cent.) as compared with 1929. Their working expenses came to Reichmarks 4,385 million or Reichmarks 380 million (9 per cent.) more than in the previous year but Reichmarks 108 million (2 per cent.) less than in 1929. The operating ratio was 92·75 per cent. against 90·6 per cent. in 1937 and 83·93 per cent. in 1929.

21. Traffic Receipts.—The following table compares the traffic receipts (excluding Burma railways) in detail with the previous years :—

(Crores of rupees.)

—	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.
Passenger earnings	33·81	34·34	30·49	27·98	28·01	26·78	27·05	27·17	26·86	28·41	28·01
Other coaching earnings.	5·99	5·63	5·24	5·10	4·89	4·80	4·79	4·92	5·06	5·16	4·96
Goods earnings .	64·62	62·07	57·89	52·89	51·58	55·68	58·39	58·93	63·79	64·79	64·38
Sundry earnings .	2·01	2·10	1·88	1·74	1·56	1·52	1·56	1·76	2·03	1·95	2·15
Suspense . .	—0·24	0·30	0·41	0·35	0·03	—0·49	0·09	—0·24	—0·24	0·15	0·12
TOTAL .	106·19	104·44	95·91	88·06	86·07	88·29	91·88	92·54	97·50	100·46	99·62
Less—											
Refunds .	*0·14*	*0·14*	*0·10*	*0·10*	*0·11*	*0·10*	*0·12*	*0·13*	*0·18*	..	..
Earnings of worked lines.	*7·27*	*6·47*	*4·99*	*5·07*	*4·86*	*5·13*	*5·23*	*5·37*	*5·53*	*5·45*	*5·14*
NET .	98·78	97·83	90·82	82·89	81·10	83·06	86·48	87·04	91·79	95·01	94·48

Compared with the previous year there has been a reduction under all the items, except sundry earnings.

21.1. The statement below gives the details of passenger earnings on all Class I Railways (excluding Burma railways) from 1929-30 onwards. Figures are not available separately for State-owned railways alone, but the figures for Class I Railways can be taken as sufficiently representative.

Passenger earnings for Class I Railways.

(In lakhs of rupees.)

Classes.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.
First class.	97	88	78	74	72	73	74	77	78	76
Second class	1,68	1,57	1,43	1,38	1,32	1,33	1,36	1,37	1,39	1,35
Intermediate class.	1,56	1,39	1,21	1,13	1,10	1,10	1,10	1,13	1,21	1,22
Third class	31,19	27,65	25,47	25,65	24,50	24,72	24,83	24,45	25,94	25,89
TOTAL .	35,40	31,49	28,89	28,90	27,64	27,88	28,03	27,72	29,32	29,22

21.2. The statement below gives details of the various commodities which have contributed to the goods earnings of all Class I Railways (excluding Burma railways) and compares them with similar figures for the past few years.

(Figures in lakhs.)

—	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Cotton, raw pressed and unpressed.	4,50	3,99	2,41	2,75	3,56	3,40	3,74	4,62	2,88	2,89
2. Cotton manufactured.	2,36	2,28	2,30	2,37	2,34	2,40	2,48	2,46	2,60	2,59
3. Coal for the public.	6,66	6,11	5,91	5,88	6,48	7,04	6,87	6,93	8,24	7,88
4. Coal for foreign railways and home line construction.	2,77	2,63	2,15	2,24	2,28	2,49	2,45	2,58	2,98	2,86
5. Metallic ores .	1,33	80	50	36	52	84	1,15	99	1,41	1,06
6. Rice . .	3,25	2,88	2,83	2,87	3,07	3,25	3,06	3,38	3,30	3,39
7. Wheat . .	2,02	2,68	2,15	1,82	1,84	2,09	2,10	2,46	2,67	2,40
8. Gram, pulse, jowar, bajra, and other grains.	3,43	3,34	3,49	3,91	2,83	3,27	2,97	3,38	3,47	3,31
9. Iron and steel wrought.	2,40	2,02	1,78	1,97	2,18	2,30	2,54	2,61	2,49	2,63
10. Kerosene oil .	1,64	1,46	1,58	1,35	1,43	1,49	1,46	1,60	1,59	1,58
11. Jute . .	1,46	1,36	99	1,12	1,29	1,24	96	1,30	1,17	1,18
12. Oil seeds .	3,93	3,99	3,50	2,86	3,61	2,94	2,74	3,28	3,03	3,60
13. Sugar . .	2,01	2,02	1,50	1,28	1,66	1,55	1,55	2,27	2,11	2,16
14. Gur, jagree and molasses.	92	95	1,28	1,36	1,18	1,17	1,25	1,27	1,20	1,01

The most noticeable decreases in 1938-39 are in coal traffic both for the public and for foreign railways and home line construction (48 lakhs), in metallic ore (35 lakhs), wheat (27 lakhs), gur, jagree and molasses (19 lakhs), gram, pulse, jowar, bajra and other grains (16 lakhs). There has, however, been an increase of 57 lakhs in oilseeds and of 14 lakhs in iron and steel wrought.

21.3. The statement below compares the receipts of individual railways in 1938-39 with the previous years :—

(Figures in lakhs.)

Railways.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal .	2,05	1,96	1,84	1,56	1,60	1,80	1,60	1,68	1,76	1,89
Bengal Nagpur	9,31	8,17	7,24	6,91	7,39	7,94	8,64	8,38	9,51	9,48
Bombay, Baroda and Central India.	11,52	10,90	10,30	10,17	10,61	11,06	11,08	11,89	12,01	11,87
Eastern Bengal	6,73	5,86	5,05	4,91	5,07	5,42	5,26	5,74	5,83	5,94
East Indian .	19,85	18,24	17,36	17,27	17,63	18,71	18,62	19,45	21,00	20,84
Great Indian Peninsula.	14,58	13,33	11,92	11,94	12,21	12,17	12,40	13,27	13,01	12,94
Madras and Southern Mahratta.	8,98	7,98	7,15	6,66	6,84	6,72	6,55	6,68	6,92	7,26
North Western (Commercial).	14,39	14,08	13,34	12,74	13,23	13,87	14,16	15,63	15,52	15,08
North Western (Strategic).	1,59	1,48	1,31	1,23	1,23	1,23	1,26	1,37	1,45	1,32
South Indian .	6,33	5,80	5,30	5,51	5,14	5,25	5,00	5,12	5,34	5,24
Other Railways	2,50	2,12	2,08	2,20	2,11	2,31	2,47	2,57	2,66	2,62

During the year under review there was a decrease in earnings on all railways except the Madras and Southern Mahratta, Assam Bengal and Eastern Bengal railways. These three railways contributed to an increase of 34 lakhs, 13 lakhs and 11 lakhs, respectively. The increases on the Madras and Southern Mahratta and Eastern Bengal Railways were mainly due to improvement in groundnut traffic on the former and rice, paddy and coal traffic on the latter. The increase on the Assam-Bengal Railway, however, was both in coaching and goods earnings partly due to issue of " Round Tour " tickets and partly to better movement of tea, rice, jute, coal and iron. Reduction in earnings principally occurred on the North Western, East Indian, Bombay, Baroda and Central India and South Indian Railways. The largest decrease of over half a crore, on the first railway was due to severe motor bus competition, fall in export of wheat and less movement of gram, pulses and oil seeds. Failure of sugar crop, adverse economic conditions and industrial strikes affected the East Indian Railway to the tune of 16 lakhs and fall in the movement of general merchandise and fuel accounted for a fall in earnings on the Bombay, Baroda and Central India by 14 lakhs. The reduction of 10 lakhs on the South Indian Railway was due to adverse economic conditions brought about by the failure of the north-east monsoon which affected travel generally.

22. Ordinary working expenses.—A comparison of working expenses (excluding depreciation) of all railways (other than Burma Railways) by Abstracts is given below :—

(In lakhs of rupees.)

Abstracts.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.
Maintenance of Structural Works	8,24	8,45	8,43	7,86	7,94	7,72
Maintenance and supply of Locomotive Power	16,16	16,39	16,09	16,24	17,53	17,92
Maintenance of Carriage and Wagon stock	5,62	5,90	6,13	5,73	6,13	5,80
Maintenance of ferry steamers and harbours	28	30	27	27	29	28
Expenses of Traffic Department	10,34	10,48	10,42	10,59	10,63	10,02
Expenses of General Department	4,66	4,70	4,69	4,67	4,89	3,99
Miscellaneous Expenses	4,32	4,21	4,21	4,18	4,33	4,35
Electric Service Department	1,20	1,22	1,18	1,16	1,20	3,83
Suspense	—2	—6	—5	12	7	10
Emergency deductions from pay	—1,10	—96	—8	..	..	..
TOTAL	49,70	50,63	51,29	50,82	53,01	54,01
Deduct—Recoveries from worked lines	2,60	2,66	2,68	2,66	2,64	2,53
Net total for State-owned railways	47,10	47,97	48,61	48,16	50,37	51,48

22.1. A comparison of the working expenses (excluding depreciation) of each railway with the previous years will be found below :—

(Figures in lakhs.)

——	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36	1936-37.	1937-38.	1938-39.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	1,13	1,12	1,09	1,02	1,07	1,16	1,12	1,06	1,16	1,20
Bengal Nagpur	5,51	5,36	4,83	4,77	4,82	5,06	5,42	5,30	5,53	5,74
Bombay, Baroda and Central India.	6,07	6,14	5,47	5,38	5,26	5,44	5,33	5,55	5,69	5,81
Eastern Bengal	3,84	3,74	3,29	3,16	3,33	3,41	3,62	3,63	3,81	4,08
East Indian	10,21	9,95	9,02	8,88	8,78	9,19	9,24	9,23	10,24	10,47
Great Indian Peninsula.	8,37	8,57	7,13	7,06	6,99	6,78	6,76	6,55	6,77	6,91
Madras and Southern Mahratta.	3,95	3,88	3,33	3,24	3,30	3,40	3,41	3,26	3,66	3,79
North Western (Commercial).	8,47	9,03	7,74	7,23	7,57	7,61	7,50	7,39	8,11	8,10
North Western (Strategic).	1,68	1,76	1,38	1,42	1,39	1,43	1,42	1,43	1,41	1,35
South Indian	2,79	2,87	2,63	2,76	2,67	2,73	2,74	2,68	2,82	2,86
Other Railways	1,00	1,02	98	92	95	1,06	1,12	1,12	1,17	1,17

There has been an increase in working expenses on almost all the railways due mainly to rise in the price of coal and materials required for repairs, flood damages and to the transfer from capital suspense to revenue of certain expenses of the Electrical Department.

23. Losses and gains.—The statement below gives the net gain or loss of the various railways for every year from 1924-25 to 1938-39. For the purpose of calculating these gains or losses, the figures shown in the Companies' accounts have been recast to accord with the Government accounting procedure, *i.e.*, the working expenses include the Appropriation to the Depreciation fund and not the actual expenditure on renewals and replacements which are taken into account in the Companies own accounts.

(In lakhs of rupees.)

—	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	TOTAL
State-managed railways.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal .	16	10	70	80	54	16	—80	—1,23	—1,28	—1,25	—93	—1,18	—79	—78	—94	—6,72
East Indian . .	2,89	2,80	2,67	3,19	2,44	1,61	—18	—24	—13	37	1,14	1,04	1,75	2,39	2,00	23,74
Great Indian Peninsula.	2,42	47	71	1,41	1,08	8	—1,72	—1,78	—1,68	—1,24	—1,04	—67	46	12	—6	—1,44
North Western (Commercial).	2,87	1,76	1,21	1,23	9	—64	—2,16	—1,58	—1,78	—1,36	—70	25	1,53	1,07	64	3,43
North Western (Strategic).	—1,59	—1,47	—1,65	—1,68	—1,74	—1,90	—2,18	—1,99	—2,09	—2,03	—2,03	—2,10	—1,96	—1,85	—1,92	—28,18
Company-managed railways.																
Assam Bengal .	—31	—13	—11	4	—6	—24	—39	—52	—74	—73	—60	—84	—75	—75	—66	—6,79
Bengal Nagpur .	—12	—47	—40	—20	—47	—66	—1,99	—2,43	—2,80	—2,27	—1,86	—1,38	—1,52	—56	—83	—18,01
Bombay, Baroda and Central India.	2,92	2,20	1,42	1,58	1,64	1,25	48	45	41	99	1,28	1,56	2,16	2,16	1,92	22,37
Madras and Southern Mahratta.	1,11	85	63	1,04	1,38	89	1	14	—27	—4	—26	—38	—3	—11	6	5,02
South Indian. . .	97	1,13	1,20	1,25	81	1,19	31	1	6	—21	—10	—32	—11	..	—14	6,05
Lucknow Bareilly .	9	9	4	10	6	5	6	4	5	5	8	8	10	10	8	1,07
Tirhoot . .	62	60	68	56	66	68	24	29	34	25	32	35	41	44	38	6,82

The railways which show a loss during 1938-39 are Assam Bengal ($\frac{2}{3}$ crore), the Eastern Bengal Railway (about a crore), the Bengal Nagpur ($\frac{3}{4}$ crore), the North Western—Strategic section—(2 crores), the South Indian Railway (14 lakhs) and the Great Indian Peninsula Railway (6 lakhs).

It is interesting to notice that during the 15 years, of which the first six were prosperous, the State has received large profits from seven railways, *viz.*, 23$\frac{3}{4}$ crores from the East Indian, 22$\frac{1}{3}$ crores from the Bombay, Baroda and Central India, about six crores from the South Indian; seven crores from the Bengal and North-Western (Tirhoot); five crores from the Madras and Southern Mahratta; three and a half crores from the North Western (Commercial lines) and one crore from the Lucknow Bareilly. On the other hand, it had to bear losses on five railways. The largest was about 28$\frac{1}{4}$ crores on the Strategic section of the North Western Railway, the next largest being 18 crores on the Bengal Nagpur Railway. On the Assam Bengal Railway it amounted to 6$\frac{3}{4}$ crores. The Eastern Bengal and Great Indian Peninsula Railways were responsible for losses of 6$\frac{3}{4}$ and 1$\frac{1}{2}$ crores respectively.

24. Capital at charge.—The statement below shows the capital at charge on all railways (excluding Burma railways) in which the State has financial interest. For purposes of comparison sterling liabilities included

in the capital at charge have been converted into rupees at the statutory rate of exchange:—

	(Crores of rupees.) Capital at charge at the end of the year.		(Crores of rupees.) Capital at charge at the end of the year.
1923-24	595	1931-32	754
1924-25	608	1932-33	754
1925-26	626	1933-34	752
1926-27	652	1934-35	752
1927-28	683	1935-36	754
1928-29	706	1936-37	754
1929-30	735	1937-38	754
1930-31	748	1938-39	755

It will be noticed that the capital at charge at end of 1938-39 is only a crore more than at end of 1937-38 and has increased in 15 years by 160 crores, though the increase has not been uniform. During the first six prosperous years, the average yearly increase was $23\frac{1}{3}$ crores. During the next nine years, it is $2\frac{2}{9}$ crores.

Though the total increase in the capital at charge is 160 crores, the real expenditure during these 15 years is 171 crores since stores balances have been reduced by 11 crores in the period. Of this total, the construction of new lines accounts for 44 crores. 12 crores is due to the acquisition of lines already in existence, but owned by private companies, the most important of which are the Delhi-Ambala-Kalka, Amritsar-Patti-Kasur and the Southern Punjab Railways. The balance of 115 crores represents the expenditure charged to capital on additions to and improvements of the open line such as rebuilding of bridges, relaying of track, improvement of traffic facilities, *e.g.*, expansion of station yards, purchasing of improved rolling stock, reconstruction and modernising of workshops and so on. At the same time 125 crores have been spent from the depreciation fund during the period for the improvement of the open line.

25. Works Expenditure.—The statement below gives the total expenditure (excluding Burma Railways) on works year by year from 1924-25 and shows separately the expenditure on new constructions, open line works and amounts spent on the purchase of railways.

(In lakhs of rupees.)

Years.	New constructions.	Open line works.	Purchase of railways and branch line shares.	Total capital.	Depreciation fund.	Total works expenditure.
1924-25	2,61	9,71	..	12,32	6,96	19,28
1925-26	3,87	14,62	..	18,49	7,56	26,05
1926-27	6,21	15,48	4,33	26,02	7,64	33,66
1927-28	9,36	21,18	3	30,57	10,58	41,15
1928-29	8,39	15,25	30	23,94	9,35	33,29
1929-30	5,81	15,32	7,06	28,19	11,26	39,45
1930-31	4,12	8,52	1	12,65	10,69*	23,34*
1931-32	2,53	3,66	..	6,19	8,01	14,20
1932-33	37	—45	..	—8	5,88	5,80
1933-34	13	—2,34	..	—2,21	7,80	5,59
1934-35	17	45	—20	42	8,30	8,72
1935-36	28	1,97	44	2,69	8,89	11,58
1936-37	..	50	..	50	7,45	7,95
1937-38	—5	61	—4	52	7,99	8,51
1938-39	6	2,27	..	2,33	7,09	9,42
TOTAL	43,36	106,75	11,93	162,54	125,45	287,99

* Includes a debit of 166 lakhs for correction of past erroneous adjustments.

The total expenditure on works, excluding the credits of $1\frac{1}{4}$ crores for the value of materials released from works, was about $10\frac{3}{4}$ crores and was more by 85 lakhs than the expenditure in the previous year. Of the total,

3¼ crores was on rolling stock, 4¼ crores on renewal of track, and 3¼ crores on general engineering works, etc.

26. Stores balances.—The total stores balance at the end of 1938-39 was 84 lakhs higher than in the previous year:—

The table below gives the figures for a number of years:—

(Figures in lakhs.)

—	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	25	32	18	12	9	13	13	15	18	22	21	15	14	18	14	17	18	27
Bengal Nagpur	1,40	1,62	1,48	1,50	1,28	1,17	1,08	1,33	1,36	1,21	1,07	1,02	97	1,01	1,06	1,11	1,02	1,17
Bombay, Baroda and Central India.	2,77	2,72	2,33	1,77	1,63	1,46	1,67	1,62	1,61	1,65	1,46	1,30	1,09	1,02	93	87	80	87
Eastern Bengal	2,52	1,76	1,58	1,22	1,12	84	84	80	77	76	69	55	40	43	57	50	57	65
East Indian (including Oudh and Rohilkund).	3,92	4,39	4,11	3,14	2,81	2,48	2,99	3,15	3,04	2,48	2,27	2,09	1,60	1,38	1,44	1,80	1,41	1,52
Great Indian Peninsula	4,66	3,88	3,08	2,90	2,39	2,23	2,53	2,42	2,62	2,52	2,18	1,80	1,51	1,27	1,17	1,03	98	1,03
Madras and Southern Mahratta.	1,51	1,66	1,51	1,03	84	77	94	83	83	79	76	72	53	50	50	51	53	55
North Western (Commercial).	3,94	3,93	3,80	2,73	2,44	2,86	3,92	3,70	3,48	2,60	2,27	1,85	1,66	1,46	1,52	1,79	2,08	2,33
North Western (Strategic)	58	58	72	63	83	84	92	90	92	94	91	1,02	93	82	75	67	66	62
South Indian	1,14	1,39	99	77	1,13	1,07	1,24	1,14	1,06	94	80	70	56	47	48	49	51	59
Other Railways	31	41	42	43	37	39	47	44	53	57	52	47	43	43	44	43	47	48
TOTAL	23,00	22,66	21,10	16,24	14,93	14,24	16,73	16,48	16,40	14,03	13,14	11,67	9,82	8,92	9,00	8,87	9,24	10,08

27. Depreciation Fund.—The amount appropriated to the depreciation fund by debit to the working expenses of State-owned railways and the amount drawn from the fund to meet the expenditure incurred on the replacements and renewals actually carried out on those railways during 1938-39 are given in the statement below:—

Account of Depreciation fund for 1938-39.

(Figures in lakhs.)

Railways.	Opening Balance.	Credits to Depreciation fund in 1938-39.	Amount spent on Replacements and Renewals, etc., and charged to Depreciation fund in 1938-39.	Closing Balance.
1	2	3	4	5
State Lines managed by State.	Rs.	Rs.	Rs.	Rs.
North Western	11,34	2,46	1,35	12,45
Eastern Bengal	2,55	86	61	2,80
East Indian (including Tatanagar workshops).	8,59	2,47	1,13	9,93
Great Indian Peninsula	7,98	1,91	1,04	8,85
State Lines managed by Companies.				
Bengal Nagpur	6,48	1,29	1,01	6,76
Bombay, Baroda and Central India	4,85	1,24	66	5,43
Madras and Southern Mahratta	2,57	90	42	3,05
South Indian	2,24	76	43	2,57
Other Railways and Miscellaneous	3,30	67	43	3,54
TOTAL	49,90	12,56	7,08	55,38
Withdrawal from Depreciation fund to meet the loss on the working of Railways	—30,29	..	..	—30,29
Shares of branch lines, etc.	—31	..	2	—33
Loans to Branch Line Companies	—9	..	..	—9
Net	19,21	12,56	7,10	24,67

28. An analysis of the financial results of the working of the railways owned by the State is given in the following statement, for the last three years, by each railway:—

(Figures in thousands of rupees.)

Railways.	Year.	Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payment to worked lines.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.		Gain.	Loss.
										Payment on account of share of Surplus Profits.	Interest, Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
State Lines managed by State.													
North Western	1936-37	1,46,84,36	..	1,46,84,36	17,54,10	11,89,01	28,15	5,36,94	3·7	..	5,79,92	..	42,98
	1937-38	1,47,20,09	..	1,47,20,09	17,52,72	12,25,48	28,71	4,98,53	3·4	..	5,76,43	..	77,90
	1938-39	1,47,59,08	..	1,47,59,08	16,97,90	12,21,46	29,41	4,47,03	3·0	..	5,75,37	..	1,28,34
Eastern Bengal	1936-37	51,48,09	..	51,48,09	5,87,46	4,63,40	8,57	1,15,49	2·2	..	1,94,21	..	78,72
	1937-38	51,48,69	..	51,48,69	5,95,93	4,73,29	7,32	1,15,32	2·2	..	1,92,96	..	77,64
	1938-39	51,71,15	..	51,71,15	6,07,71	5,00,79	8,61	98,31	1·9	..	1,92,80	..	94,49
East Indian	1936-37	1,47,70,09	1,12,14	1,46,57,95	19,52,14	11,82,27	7,81	7,62,06	5·2	..	5,87,32	1,74,74	..
	1937-38	1,48,18,38	1,12,14	1,47,06,24	21,07,21	12,73,96	7,73	8,25,52	5·6	..	5,86,87	2,38,65	..
	1938-39	1,48,41,38	1,12,14	1,47,29,24	20,91,15	12,97,80	7,62	7,85,73	5·3	..	5,85,72	2,00,01	..
Great Indian Peninsula	1936-37	1,14,57,77	..	1,14,57,77	13,83,25	8,86,83	31,88	4,64,54	4·1	..	4,18,84	45,70	..
	1937-38	1,14,75,29	..	1,14,75,29	13,57,38	8,97,79	30,67	4,28,92	3·7	..	4,17,32	11,60	..
	1938-39	1,14,21,85	..	1,14,21,85	13,51,33	9,12,76	30,32	4,08,25	3·6	..	4,14,61	..	6,36

State Lines managed by Companies.													
Bengal Nagpur	1936-37	77,83,53	9,52,20	68,31,33	8,40,73	6,68,28	1,41	1,71,04	2·2	..	3,22,78	..	1,51,74
	1937-38	77,23,54	7,37,80	69,85,74	9,53,23	6,84,17	1,41	2,67,65	3·5	..	3,24,13	..	56,48
	1938-39	77,64,58	6,82,29	70,82,29	9,49,80	7,04,73	1,31	2,43,76	3·1	4,01	3,22,44	..	82,69
Bombay, Baroda and Central India	1936-37	73,77,60	5,49,00	68,28,60	12,50,05	7,16,74	27,16	5,06,15	6·9	16,52‡	2,73,68	2,15,95	..
	1937-38	73,83,87	5,49,00	68,34,87	12,64,56	7,29,09	26,31	5,09,16	6·9	20,47‡	2,72,32	2,16,37	..
	1938-39	74,07,95	5,49,00	68,58,95	12,49,01	7,40,71	25,94	4,82,36	6·5	18,82‡	2,71,66	1,91,88	..
Madras and Southern Mahratta	1936-37	53,30,57	10,68,25	42,62,32	7,42,88	4,69,50	31,45	2,41,93	4·5	19,39	2,25,09	..	2,55
	1937-38	53,62,08	10,54,18	43,07,90	7,52,89	4,89,63	25,84	2,37,42	4·4	23,96	2,24,82	..	11,36
	1938-39	53,28,25	6,59,33	46,68,92	7,53,86	4,84,86	11,85	2,57,15	4·8	18,14	2,32,79	6,22	..
South Indian	1936-37	45,67,54	6,35,81‖	39,31,73	5,36,33	3,64,81	7,12	1,64,40	3·6	3,61	1,71,42	..	10,03
	1937-38	45,68,61	5,64,76‖	40,03,85	5,59,15	3,75,81	7,34	1,76,00	3·9	4,37	1,71,22	41	..
	1938-39	45,94,19	5,64,76‖	40,29,43	5,49,12	3,79,94	7,46	1,61,72	3·5	4,90	1,71,30	..	14,48
Other railways	1936-37	42,99,18	4,21,87	38,77,31	6,85,03	3,98,68	1,58,19	1,28,16	2·9	2,91	1,66,15	..	40,90
	1937-38	41,66,30	4,22,89	37,43,41	7,02,30	4,08,72	1,57,47	1,36,11	3·3	3,75	1,60,21	..	27,85
	1938-39	42,37,17	4,33,73	38,03,44	7,12,23	4,14,20	1,52,16	1,45,87	3·4	3,28	1,62,90	..	20,31
Adjustments :—													
Net result of adjustment of credits on account of released materials and expenditure on non-wasting assets of company-managed railways under Repairs and Maintenance.	1936-37	..	..	..	..	..	..	..	..	..	..	..	..
	1937-38	..	..	..	..	..	..	..	..	..	..	..	..
	1938-39	..	..	..	..	..	..	..	..	..	..	..	..
Interest on Depreciation and Reserve Fund balances.	1936-37	..	..	..	55,01	..	..	55,01	..	..	..	55,01	..
	1937-38	..	..	..	80,52	..	..	80,52	..	..	..	80,52	..
	1938-39	..	..	..	1,03,13	..	..	1,03,13	..	..	..	1,03,13	..

NOTE.—For remarks please see next page.

(Figures in thousands of rupees.)

Railways.	Year.	Capital at charge.	*Deduct* amount of capital contributed by Companies, Indian States and District Boards.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payment to worked lines.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS. Payment on account of share of Surplus Profits.	CHARGE AGAINST NET REVENUE RECEIPTS. Interest, Annuity and Sinking Fund charges.	Gain.	Loss.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Net Miscellaneous Receipts and Charges not attributable to any one Railway.	1936-37	..	..	..	..	..	..	..	..	..	..	..	18,80*
	1937-38	..	..	..	..	..	..	..	..	..	..	..	20,67*
	1938-39	..	..	..	..	..	..	..	..	..	..	..	17,25*
Total (Central)	1936-37	7,54,18,73	37,39,27	7,16,79,46	97,86,98	63,39,52	3,01,74	31,45,72	4·2	42,43	29,39,41	1,45,08	..
	1937-38	7,53,66,85	34,40,77	7,19,26,08	1,01,25,89	65,57,94	2,92,80	32,75,15	4·3	52,55	29,26,28	2,75,65	..
	1938-39	7,55,25,60	30,01,25	7,25,24,35	1,00,65,24	66,57,25	2,74,68	31,33,31	4·1	49,15	29,29,59	1,37,32	..
Provincial Railways	1936-37	14,61	..	14,61	(*a*)1,41	..	..	1,41	..	..	50	91	..
	1937-38	(*b*)14,61	..	(*b*)14,61	(*a*)1,98	..	..	1,98	..	..	5	1,93	..
	1938-39	..	..	..	(*a*)1,37	..	..	1,37	..	..	..	..	..
North Western (Commercial)	1936-37	1,13,04,69	..	1,13,04,69	16,16,79	9,89,06	28,15	5,99,58	5·3	..	4,46,13	1,53,45	..
	1937-38	1,13,26,80	..	1,13,26,80	16,07,85	10,28,27	28,71	5,50,87	4·9	..	4,43,82	1,07,05	..
	1938-39	1,13,57,94	..	1,13,57,94	15,66,21	10,30,27	29,41	5,06,53	4·5	..	4,43,09	63,44	..
Non-Commercial (Strategic) (North Western Railway).	1936-37	33,79,67	..	33,79,67	1,37,31	1,99,95	..	—62,64	—1·9	..	1,33,79	..	1,96,43
	1937-38	33,93,29	..	33,93,29	1,44,87	1,97,21	..	—52,34	—1·5	..	1,32,61	..	1,84,95
	1938-39	34,01,14	..	34,01,14	1,31,69	1,91,19	..	—59,50	—1·7	..	1,32,28	..	1,91,78

	1936-37.	1937-38.	1938-39.
‡ Includes payments to Jaipur Durbar	7,05	8,01	7,69
* Includes recoveries from Travancore Durbar	1,08	17	30

‖ Includes capital expenditure on Tinnevelly Quilon (Indian State Section).

(*a*) Represent figures on account of Subsidized Companies.

(*b*) Includes 13,22 in respect of Jorhat Railway which has become the property of the Central Government from 1st April 1937.

C.—*General results of working of all Indian Railways.*

29. Traffic and mileage.—The more important statistical figures of traffic on all Indian Railways are summarised in the table below:—

Particulars.	Year.	Class I Railways.	Other Railways.	Total of all Railways.
(i) Total route mileage.	1934-35	36,235	4,726	40,961
	1935-36	36,307	4,751	41,058
	1936-37	36,125	4,943	41,068
	1937-38	36,134	4,942	41,076
	1938-39	**36,573**	**4,561**	**41,134**
(ii) Number of passengers originating (in thousands).	1934-35	442,275	33,580	475,855
	1935-36	448,865	34,267	483,132
	1936-37	454,743	34,863	489,606
	1937-38	483,933	37,352	521,285
	1938-39	**499,143**	**31,480**	**530,623**
(iii) Number of passenger miles (in thousands).	1934-35	16,516,075	777,754	17,293,829
	1935-36	16,871,303	801,055	17,672,358
	1936-37	16,950,704	833,982	17,784,686
	1937-38	17,933,580	913,666	18,847,246
	1938-39	**17,987,655**	**755,138**	**18,742,793**
(iv) Tons originating (in thousands).	1934-35	76,474	3,854	80,328
	1935-36	78,754	4,195	82,949
	1936-37	78,444	3,962	82,406
	1937-38	83,121	4,168	87,289
	1938-39	**84,367**	**3,994**	**88,361**
(v) Number of ton-miles (in thousands).	1934-35	19,414,104	261,047	19,675,151
	1935-36	19,653,041	258,105	19,911,146
	1936-37	20,525,770	263,367	20,789,137
	1937-38	22,479,591	*298,249	*22,777,840
	1938-39	**21,877,949**	**280,891**	**22,158,840**

* Revised figures.

NOTE.—With the separation of Burma from the 1st April 1937 the Burma Railways are no longer under the Indian Railway Board. Therefore, in order that the results from 1937-38 may be comparable with preceding years, figures in respect of the Burma Railways have been excluded from the results prior to 1937-38. The true figures for all Indian Railways (including Burma) for 1936-37 and the preceding years may be found in the report for 1936-37.

30. Analysis of earnings.—The total earnings of all railways, including those with which the Government of India are not directly concerned, amounted to Rs. 107·15 crores, of which Rs. 68·57 crores or 64·0 per cent. were from goods traffic, Rs. 30·73 crores or 28·7 per cent. from passenger traffic, and Rs. 7·85 crores or 7·3 per cent. from parcels, luggage and other miscellaneous items.

30.1. Passenger earnings.—Passenger earnings decreased by about 1 per cent. from Rs. 31·08 to Rs. 30·73 crores. The following table shows the numbers of and earnings from passengers separately for each class, for the four years prior to the war of 1914-18 and for the last seven years. Graphs are also inserted showing the number of passengers carried and the passenger miles by classes from 1923-24.

[Excluding Burma Railways.]

Year.	No. of passengers carried (in thousands).						Earnings from passengers (in thousands of rupees).					
	1st class.	2nd class.	Inter-mediate class.	3rd class.	Season and Vendor's tickets.	Total.	1st class.	2nd class.	Inter-mediate class.	3rd class.	Season and Vendor's tickets.	Total.
1910 .	630	2,617	10,702	294,908	23,943	332,800	55,82	74,12	94,99	13,90,22	15,58	16,30,73
1911 .	647	2,775	11,499	308,458	25,215	348,504	63,31	80,60	1,08,88	14,92,49	16,56	17,61,84
1912 .	640	2,840	10,508	331,820	26,320	372,128	59,83	79,84	91,37	16,13,25	17,23	18,61,52
1913-14 .	649	3,029	12,000	362,787	29,362	407,827	65,50	84,56	1,03,48	17,43,30	18,92	20,15,76
1932-33 .	397	4,980	10,871	464,438	*	480,686	75,09	1,41,76	1,15,14	27,06,90	*	30,38,89
1933-34 .	394	4,808	10,557	453,524	*	469,283	73,21	1,37,28	1,11,54	26,00,34	*	29,24,31†
1934-35 .	381	4,563	10,316	460,595	*	475,855	74,00	1,36,88	1,11,92	26,23,75	*	29,46,55
1935-36 .	361	4,498	10,469	467,804	*	483,132	75,21	1,41,07	1,11,35	26,36,49	*	29,64,12
1936-37 .	389	4,329	11,085	473,803	*	489,606	78,26	1,42,09	1,14,54	26,02,32	*	29,37,21
1937-38 .	397	4,217	11,324	505,347	*	521,285	79,16	1,44,40	1,22,17	27,62,69	*	31,08,42
1938-39 .	385	4,037	11,376	514,825	*	530,623	77,09	1,39,20	1,23,01	27,34,10	*	30,73,40

* The number of season and vendors' tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

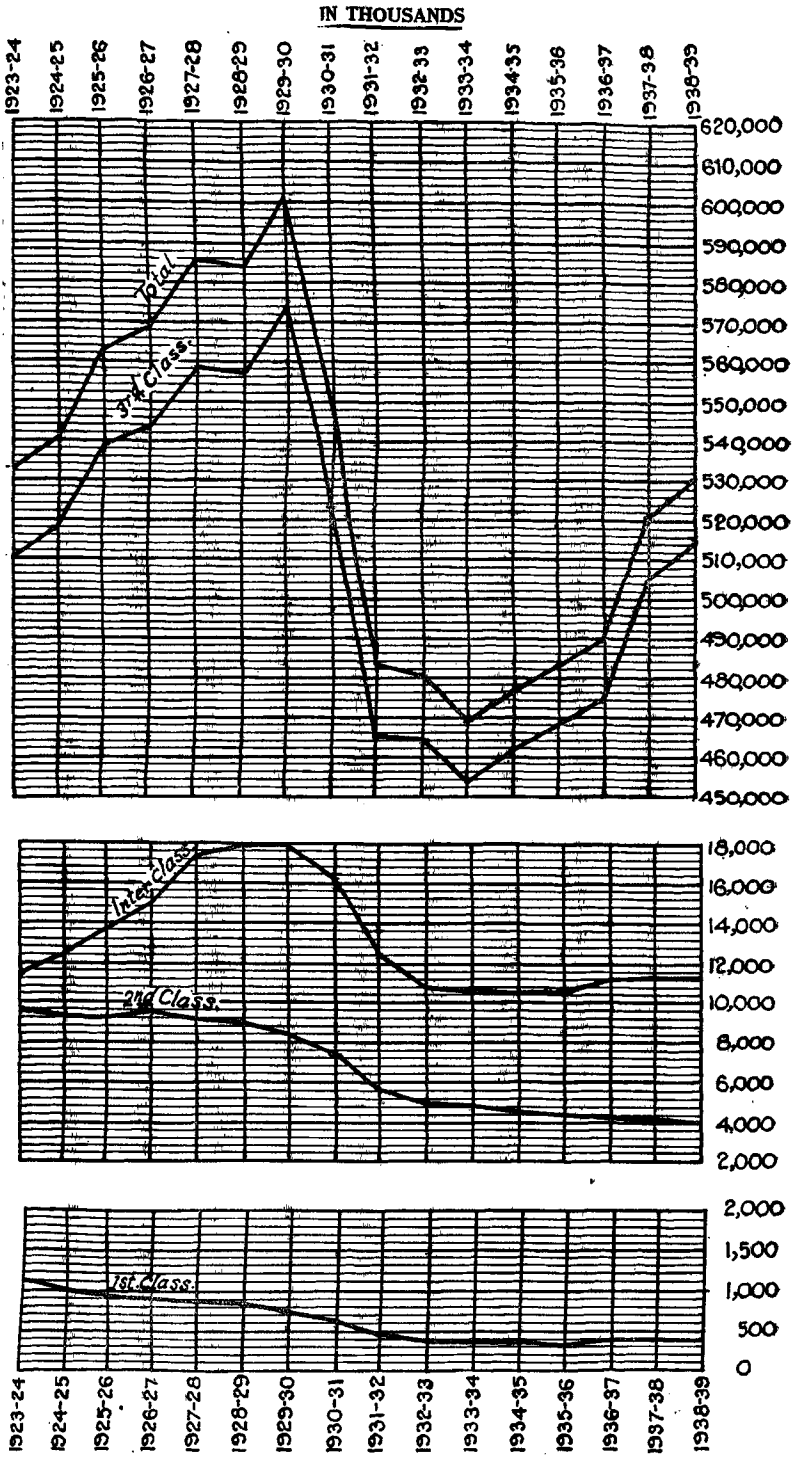
† Includes credit of 1,94 received from the East Indian Railway on account of passengers carried over the Delhi-Ghaziabad section for the period April 1925 to May 1931: details under different classes are not available.

NOTE.—(i) In pre-war reports the sum of the numbers of passengers carried on each separate railway was shown as the total number of passengers carried on all railways. Passengers travelling over two or more railways or two or more gauges of the same railway were thus counted as two or more passengers. The actual number of passengers carried on all railways is in fact the same as the number of passengers originating and this figure has been adopted for "number of passengers carried" in the reports from 1923-24 onwards. As the number of passengers originating is not available prior to 1923-24, the figures of pre-war years have been modified.

(ii) With the separation of Burma from the 1st April 1937 the Burma Railways are no longer under the Indian Railway Board. Therefore, in order that the results for 1937-38 and after may be comparable with preceding years, figures in respect of the Burma Railways have been excluded from the results for 1936-37 and preceding years. The true figures for all Indian Railways (including Burma) for 1936-37 and the preceding years may be found in the Report for 1936-37.

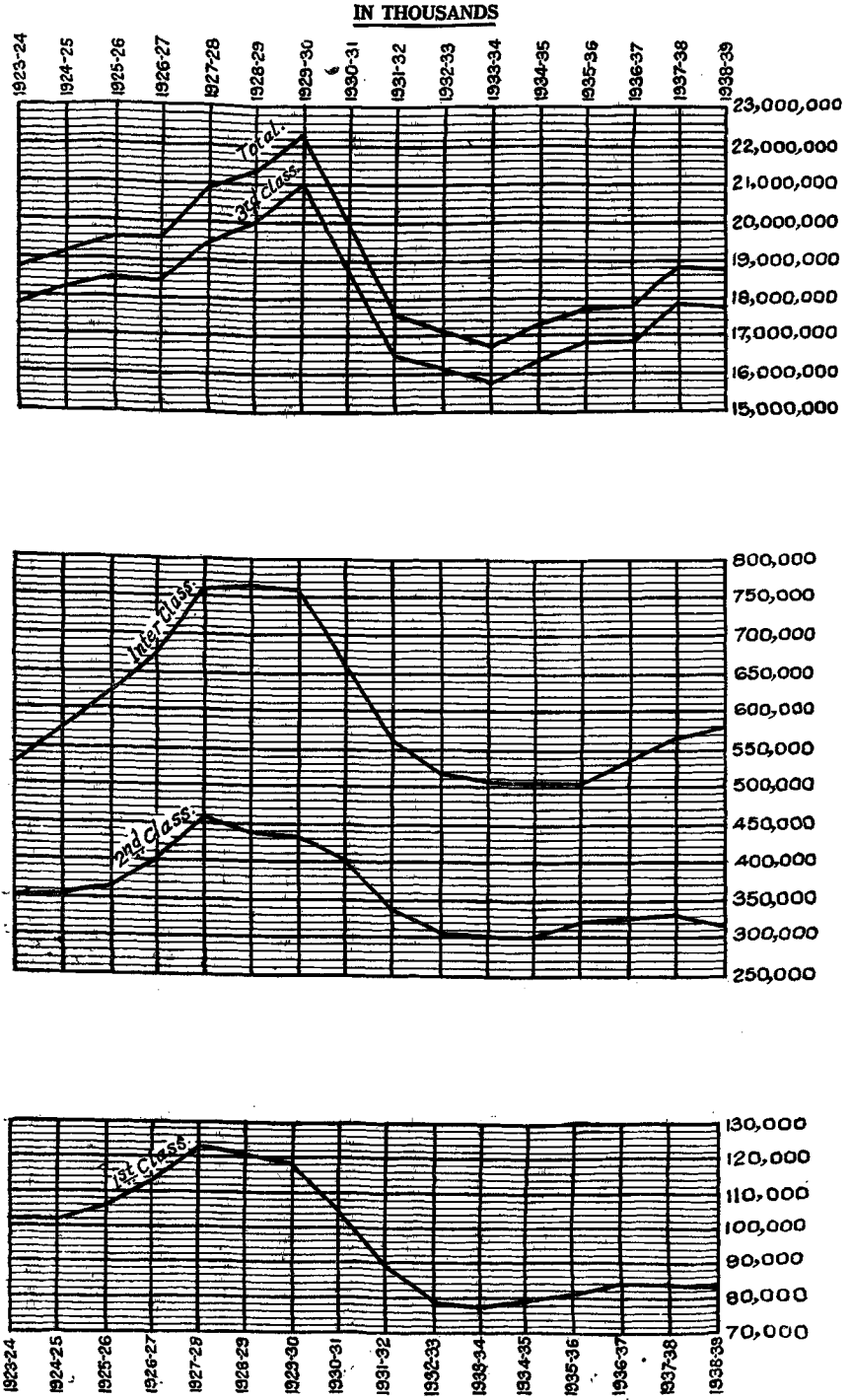
As compared with 1937-38, the number of passengers carried on Class I Railways increased by 10 millions whereas the passenger earnings decreased

NUMBER OF PASSENGERS CARRIED ON INDIAN RAILWAYS
(EXCLUDING THE BURMA RAILWAYS).



NOTE.—With effect from 1937-38 the Burma Railways are no longer under the control of the Indian Railway Board. Therefore for purposes of comparison, figures relating to the Burma Railways have been excluded from all the years.

NUMBER OF PASSENGER MILES ON INDIAN RAILWAYS
(EXCLUDING THE BURMA RAILWAYS).



NOTE.—With effect from 1937-38 the Burma Railways are no longer under the control of the Indian Railway Board. Therefore for purposes of comparison, figures relating to the Burma Railways have been excluded from all the years.

by Rs. 31 lakhs. The following statement shows the variations on each railway:—

(Figures in thousands.)

Railway system.	Variations as compared with 1937-38.	
	Number of passengers carried.	Earnings.
	No.	Rs.
Assam Bengal	+776	+5,01
Bengal and North-Western	+287	+45
Bengal Nagpur	+293	-1,94
Bombay, Baroda and Central India	+5,264	+3,75
Eastern Bengal	+163	+4
East Indian	+997	+4,89
Great Indian Peninsula	+3,342	+5,50
Jodhpur	-33	-2,12
*Madras and Southern Mahratta	-184	-15,11
Mysore State	+2,378	+9,91
H. E. H. the Nizam's State	+491	-23
North Western	-3,358	-29,71
Rohilkund and Kumaon	+29	+24
South Indian	-179	-11,32
Total	+10,266	-30,64

* The 1937-38 results included nine months' figures for the sections Bangalore City-Harihar and Yesvantpur-Hindpur, which sections were handed over to the Mysore State Railway on the 1st January 1938.

It will be observed that the number of passengers carried increased on all except the Madras and Southern Mahratta, North Western, South Indian and Jodhpur Railways; the main decline being in the first three and chiefly in the third class. This was due to:—

Madras and Southern Mahratta Railway.—A cyclone in the area served by the North-east line and famine conditions in many districts due to failure of the monsoon, with a consequent low level of prices. The 1938-39 results also appear to disadvantage by comparison with the previous year, by reason of the inclusion in the 1937-38 figures of nine months' earnings for sections handed over to the Mysore State Railway on the 1st January 1938.

North Western Railway.—Severe road competition and general trade depression resulting in reduction of spending power.

South Indian Railway.—Failure of the North-east monsoon resulting in adverse economic conditions; also few festivals of importance during 1938-39.

The anomaly of an increase in the number of passengers carried with a decrease in earnings on the Bengal Nagpur and His Exalted Highness the Nizam's State Railway, as compared with the previous year, was due to:—

Bengal Nagpur Railway.—A large sale of intermediate and third class tickets at "reduced fares" counteracted by a heavy fall in earnings from first, second and third class tickets at "full fares".

The following were the principal factors contributing to an increase in passenger traffic:—

(*a*) In 1938 the Easter holidays occurred in April while in 1937 they were in March.

(*b*) An increase in third class Durga-Pooja holiday traffic and a general increase in week-end ordinary return ticket traffic.

(*c*) There was a heavy rush of local passengers to Bir Shibpur for bathing in "Gora Chand" tank, for whom 108 special trains were run.

(*d*) A special festival occurred at Salur after a lapse of 15 years.

The decrease in earnings arose from:—

(*a*) a considerable fall in labour movement from the industrial centres in the Central Provinces, Vizagapatam District and Orissa;

(*b*) restricted movement due to a cholera epidemic in parts of the Nagpur District; and

(*c*) a considerable reduction in the sale of tickets at " Full Fares ".

His Exalted Highness the Nizam's State Railway.—The increase in number carried and decrease in earnings were due mainly to more people travelling on tickets at reduced rates and a disproportionately greater fall in earnings from full fares.

30.2. Goods earnings.—The earnings from goods traffic on all railways decreased by Rs. 9 lakhs. There were heavy decreases under fuel (mainly coal), metallic ores, wheat, molasses and gram and pulses, which were offset by marked increases under oilseeds, general merchandise, fodder, provisions and iron and steel, wrought.

The tonnage of, and earnings from, the principal commodities carried by the Class I Railways during 1938-39 as compared with the preceding year, are shown in the statement below:—

Commodity.	1937-38.*		1938-39.		Increase + Decrease — in earnings. Rs. (in lakhs).
	No. of tons originating (in millions).	Rs. (in crores).	No. of tons originating (in millions).	Rs. (in crores).	
Decreases.					
Fuel for public and foreign railways.	22·89	12·10	22·74	11·59	—51
Metallic ores	3·97	1·41	3·64	1·06	—35
Wheat	1·86	2·67	1·76	2·40	—27
Molasses	1·01	1·20	0·88	1·01	—19
Gram and pulse and other grains.	2·57	3·47	2·57	3·31	—16
Military traffic	0·40	0·40	0·32	0·31	—9
Marble and stone	2·70	0·99	3·27	0·91	—8
Fruits and Vegetables, fresh.	4·05	1·34	3·12	1·27	—7
Salt	1·40	1·83	1·35	1·78	—5
Wood, unwrought	1·29	0·89	1·26	0·85	—4
Cotton manufactured	0·71	2·60	0·72	2·59	—1
Kerosene oil	0·77	1·59	0·80	1·58	—1
Increases.					
Oilseeds	2·39	3·03	2·74	3·60	+57
Other commodities	10·07	11·43	10·50	11·77	+34
Fodder	0·93	0·64	1·32	0·87	+23
Provisions	1·15	2·87	1·25	3·06	+19
Iron and Steel, wrought	1·39	2·49	1·50	2·63	+14
Rice	3·17	3·30	3·51	3·39	+9
Sugar, refined and unrefined.	1·07	2·11	1·19	2·16	+5
Materials and stores on revenue account.	13·32	2·91	13·80	2·95	+4
Tobacco	0·31	0·84	0·33	0·88	+4
Petrol	0·30	1·14	0·32	1·17	+3
Railway materials	2·96	0·45	2·96	0·47	+2
Live-stock	0·17	0·54	0·18	0·55	+1
Jute, raw	1·00	1·17	1·03	1·18	+1
Cotton, raw	1·00	2·88	1·03	2·89	+1
Manures	0·27	0·19	0·28	0·19	..
TOTAL	83·12	66·48	84·37	66·42	—6

* Excludes Mysore State Railway for which figures by commodities are not available—tons originating being 0·45 million and earnings Rs. 20 lakhs.

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

31. Capital Expenditure.—At the end of March, 1939, the total capital at charge on all railways, including those under construction, amounted to Rs. 847·82 crores, of which Rs. 755·26 crores was capital at charge on State-owned Railways inclusive of premia paid in the purchase of Companies' lines. The remainder, Rs. 92·56† crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned Railways is composed as follows :—

	£
Liability and debt incurred in purchase of Railways .	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	-29,284,941
Net amount outstanding	120,821,689*
	Rs. (omitting 000)
Direct expenditure by Government	5,94,16,64
The above sterling figure converted into rupees . .	1,61,08,96*
Grand Total .	7,55,25,60

By far the greater portion of this amount, namely Rs. 7,25,37,57,000 is Government capital and only 1-24th or Rs. 29,88,03,000 is owned by Companies. These figures include Rs. 34,01,14,000 on account of capital expenditure to the end of March, 1939, on strategic lines.

31.1. The total capital outlay on all railways during 1938-39 was Rs. 3·29 crores, of which Rs. 2·33 crores were spent on State-owned Railways. The following statement shows how this outlay of Rs. 2·33 crores was distributed between open line works, rolling-stock and new line, similar figures being given for the previous four years and for 1913-14.

Year.	Open Lines.			New lines.	Grand Total.
	Works including Stores and general charges.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14§	9·30	7·31	16·61	1·86	18·47
1934-35§	0·76	—0·69	0·07	0·18	0·25
1935-36§	2·24	0·05	2·29	0·29	2·58
1936-37 including Burma .	1·08	—0·80	0·28	...	0·28
1936-37 excluding Burma .	1·16	—0·66	0·50	..	0·50
1937-38	0·62	—0·06	0·57	—0·05	0·52
1938-39	1·78	0·49	2·27	0·06	2·33

* £2,575,000 representing share capital of the Great Indian Peninsula Railway paid off during 1925-26 has been converted at the average rate of exchange for that year and the balance of £118,246,689 at the rate of 1*s.* 6*d.* to the rupee.

† Includes Rs. 8,87,000 representing outlay on the Alnavar-Dandeli Railway.

§ Includes Burma.

NOTE.—A part of the capital expenditure on Provincial railways (14,61) shown separately in previous years has been included under direct expenditure by Government (13,22) and the balance (1,39) representing expenditure on a siding has been omitted.

31.2. The distribution of the capital outlay in 1938-39 over the different State-owned lines is shown in the summary below :—

(Figures in lakhs.)

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling-stock.	Total.		
	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur . . .	39	10	49	..	49
Bombay, Baroda and Central India	26	—2	24	..	24
Eastern Bengal . . .	2	20	22	..	22
East Indian	47	18	65	—3	62
Great Indian Peninsula . .	—24	—14	38	..	—38
Madras and Southern Mahratta .	—2	3	1	..	1
North Western . . .	36	—10	26	4	30
South Indian	18	8	26	—1	25
Other Indian Railways . .	36	16	52	6	58
Total .	1,78	49	2,27	6	2,33

32. Lines opened during 1938-39.—98·68 miles of railways were opened to public traffic during the year, the whole of this mileage being on the 3′ $3\frac{3}{8}$″ gauge.

Details regarding the sections opened are given below :—

Name of line.	Gauge.	Mileage.	Owner.	Working Agency.	Date of opening.
(i) Jankampet-Bodhan . .	3′ $3\frac{3}{8}$″	12·04	Indian State Line	H. E. H. the Nizam's State Railway.	1st November 1938.
(ii) Sadulpur-Rewari (portion) .	3′ $3\frac{3}{8}$″	56·44	Ditto .	Bikaner State Railway.	Sadulpur-Loharu Section (31 miles) opened on 11th December 1938. Loharu-Mohindargarh section (25·44 miles) on 23rd February 1939.
(iii) Prachi Road-Kodinar .	3′ $3\frac{3}{8}$″	15·66	Ditto .	Gaekwar's Baroda State Railway.	6th April 1938.
(iv) Khambhalia-Salaya . .	3′ $3\frac{3}{8}$″	8·81	Ditto .	Jamnagar and Dwarka Railway.	13th January 1939.
(v) Badeshwar-Rozi . .	3′ $3\frac{3}{8}$″	5·74	Ditto .	Ditto .	26th May 1938.

33. Mileage of Lines sanctioned in 1938-39.—During the year under review sanction was accorded to the construction of new lines totalling 298·12 miles :—

5′ 6″ gauge	83·98	Miles.
3′ 3⅜″ gauge	214·14	,,

34. Lines under active construction on 31st March 1939.—At the end of the financial year 1938-39 the mileage of new lines under active construction was as follows :—

	Miles.
5′ 6″ gauge	88·21
3′ 3⅜″ gauge	328·23
Total .	416·44

The lines under active construction are given in the table below, which also shows the construction agencies and the progress reached :—

Name of line.	Gauge.	Mileage actually under construction.	Working Agency.	*Progress of work (proportion completed on 31st March 1939).
(i) Phalodi-Pokaran . . .	3′ 3⅜″	35·40	Jodhpur Railway . .	0·11
(ii) Khadro-Nawabshah . . .	3′ 3⅜″	30·72	Ditto . .	0·45†
(iii) Sagar-Talaguppe . . .	3′ 3⅜″	9·43	Mysore State Railway .	0·30
(iv) Mudkhed-Adilabad . . .	3′ 3⅜″	100·69	His Exalted Highness the Nizam's State Railway.	0·06
(v) Sadulpur-Rewari (portion) . .	3′ 3⅜″	31·01	Bikaner State Railway .	0·15
(vi) Kunkavav-Derdi . . .	3′ 3⅜″	7·30	Gondal Railway . .	0·60
(vii) Jhunjhunu-Loharu . . .	3′ 3⅜″	35·80	Jaipur State Railway .	..
(viii) Sikar-Bissau	3′ 3⅜″	47·88	Ditto .	..
(ix) Hadmatia Dhrol-Jodiya Extension.	3′ 3⅜″	30·00	Jamnagar and Dwarka Railway.	..
(x) Sind Right Bank Feeders—				
(a) Larkana to Sita Shahdad Kot.	5′ 6″	32·14	North-Western Railway .	0·06
(b) Sita Shahdad Kot to Jacobabad.	5′ 6″	51·76	Ditto .	0·06
(xi) Cochin Railway Extension (to link with the Harbour Railway) —Idappalli Ernakulam Extension.	5′ 6″	4·31	South Indian Railway .	0·55
TOTAL .	..	416·44		

* 0·30 signifies that 3/10th of the work has been done.
0·50 signifies that half the work has been done
1·00 signifies completion of the work.

† Khadro-Pritamabad section (10·06 miles) opened for goods traffic on the 10th March 1939.

35. Lines sanctioned in 1938-39.

35.1. Khadro-Nawabshah.—The Khadro-Nawabshah Railway was mentioned in last year's report under " Surveys ". The construction of the line by the Jodhpur Railway administration on the metre gauge, a distance of 30·72 miles, was sanctioned in October 1938.

The bridges over the Jamrao, Nasrat and Bucheri Main Canals and also over certain other minor canals were completed during the canal closure in December 1938.

The line up to Pritamabad, a distance of 10·06 miles from Khadro was opened for goods traffic in March 1939 with a view to affording transport facilities to a neighbouring sugar factory.

35.2. Jhunjhunu-Loharu.—The Jhunjhunu-Loharu Extension of the Jaipur State Railway was sanctioned in November 1938. It is a metre gauge line of 35·62 miles, and will provide much needed transport facilities near the northern boundary of the State and on to Loharu.

35.3. Sikar-Bissau.—Another extension on the metre gauge of the Jaipur State Railway from Sikar to Bissau, a distance of 47·88 miles, was sanctioned for construction in November 1938. The line will be entirely within Jaipur State territory and will serve the important towns of Fatehpur, Lachhmangarh and Ramgarh.

35.4. Hadmatiya-Jodiya.—The Hadmatiya-Jodiya section of the Jamnagar-Dwarka Railway, 27·02 miles on the metre gauge, was sanctioned for construction in August 1938. This line will serve an area covering 32 villages and towns and will also give an outlet to Jodiya, an important sea town. The line is expected to be opened for all kinds of traffic in March 1940, and with its opening Jodiya is likely to become an important centre of seaborne trade.

35.5. Sind Right Bank Feeders.—This line was referred to in the last year's report as being necessary for the provision of adequate facilities for transporting agricultural produce from the right bank of the Indus.

Sanction to the construction of the Sind Right Bank Feeders Railway, 83·90 miles in length, was accorded in September 1938.

The project consists of the conversion to broad gauge of the existing narrow gauge line from Larkana to Silra Shahdadkote, a distance of 32·14 miles, and the construction of a new broad gauge line from the latter station to Jacobabad, a distance of 51·76 miles.

The work was taken in hand by the North Western Railway administration in October 1938.

35.6. Sagar-Talaguppe.—The construction of the Sagar-Talaguppe line by the Mysore Government was sanctioned in June 1938. It is a metre gauge line running westward of Sagar for a distance of 9·80 miles and will terminate at the village of Talaguppe. Besides opening up an undeveloped and backward tract of country, this line, it is reported, will form the cheapest means of transport for the materials required in connection with a Hydro-Electric Scheme.

Work on the line was started by the Mysore State Railway during December 1938.

36. Surveys.—The surveys carried out during the year were of no outstanding importance, and were confined in the main to re-investigation of projects previously surveyed.

Thus on the Bengal Nagpur Railway a re-survey was undertaken of the Noamundi-Joda line which had previously been surveyed in 1935-36. This line will tap an area with important ore deposits and as the country is broken and difficult with steep ranges rising to about 3,000 feet in height, it was felt that some expenditure on improving the alignment already selected would be amply repaid in reducing cost of construction. The results of the re-survey are reported to be very satisfactory and substantial economies in sub-grade work may be expected if the line comes to be built, as is not unlikely.

The North Western Railway administration carried out a preliminary engineering and traffic survey for the conversion of the Irrigation Department siding from Sarai Alamgir to Chechian into a " C " class railway line. The work was undertaken at the request of the Kashmir and Jammu Government,

who want the line for the development of the country and to serve a paper mill proposed to be erected at Chechian.

The Jodhpur Railway carried out and completed a final location survey for a railway line from Phalodi to Pokaran the construction of which has since been taken in hand, and also a final location survey for a realignment of the Balotra-Pachpadra line *viâ* Pachpadra City to the old Pachpadra station.

A detailed survey for the retirement of the main Eastern Bengal Railway line between Ishurdi and Abdulpur to meet the possibility of an attack by the Ganges on the existing line near the Hardinge Bridge, was sanctioned and started during the year. The Railway administration also completed the preparation of the detailed project and estimates for the bridge over the Brahmaputra and Amingaon station, based on the results of the final location survey reported last year.

37. Important lines under construction during 1938-39.

37.1. Kunkavav-Derdi.—The Kunkavav-Derdi line of the Gondal Railway, a distance of 7·30 miles on the metre gauge, is under construction.

37.2. Phalodi-Pokaran.—The final location survey of the Phalodi-Pokaran Railway, 35·4 miles on the metre gauge, was completed in February 1939 and work on formation was started by the Jodhpur Railway administration in March 1939.

37.3. Mudkhed-Adilabad.—The Mudkhed-Adilabad Railway, a length of 100·69 miles on the metre gauge, is under construction by His Exalted Highness the Nizam's State Railway. Construction work was started early in February 1939.

37.4. Shoranur-Cochin Railway Harbour Extension (South Indian Railway).—Mention was made of this work in the report for 1937-38. During the year under review further progress was made and about 50 per cent. of the work was completed.

38. Lines opened during 1938-39.

38.1. Prachi Road-Kodinar.—The construction of the Prachi Road-Kodinar line by His Highness the Gaekwar's Baroda State Railway was completed and opened for all kinds of traffic on the 6th April 1938. This section consists of 16·10 miles of metre gauge track.

38.2. Sadulpur-Rewari.—This line was mentioned in the last year's report as under construction. The work on the line progressed satisfactorily and the Sadulpur-Loharu Section, 31 miles in length, was opened to public traffic on the 11th December 1938.

The second section, *viz.*, Loharu-Mohindargarh, 25·44 miles, was opened on the 23rd February 1939. Owing to famine conditions it was considered desirable to bring these sections into early use.

The third section, *i.e.*, from Mohindargarh to Rewari, 30·86 miles, is under construction.

The completion of the line will provide a useful chord connection between Sadulpur and Rewari and will open up an area which is devoid of any easy means of communication.

38.3. Badeshwar-Rozi.—The Badeshwar (Rozi Block)-Rozi section of the Jamnagar-Dwarka Railway, a length of 5·74 miles on the metre gauge, was opened to public traffic on the 26th May 1938.

38.4. Khambhalia-Salaya.—The Khambhalia-Salaya branch of the Jamnagar-Dwarka Railway, a length of 7·85 miles on the metre gauge, was opened to public traffic on the 13th January 1939.

38.5. Jankampet-Bodhan.—The Jankampet-Bodhan section of His Exalted Highness the Nizam's State Railway, which was described in the last year's report, was opened to public traffic on the 1st November 1938. It is a metre gauge line of 12·04 miles.

39. Important new works.—No new works of any great magnitude were undertaken during the year under review.

40. Open line improvements.

40.1. Coimbatore Station, South Indian Railway.—The scheme for remodelling this station was described in the report for 1935-36, during which year work on the first stage was sanctioned. The foot-bridge has been completed and opened for use. 50 per cent. of work on the road under-bridge and station building was also completed during the year. The sub-way, the power-signal cabin and the permanent-way required for the diversion of the main line have been completed except for some minor items.

In the report for 1936-37 mention was made of works agreed to be carried out in stage II of this remodelling. During the year sanction was accorded to the work being undertaken on stage II at a cost of Rs. 16·14 lakhs. Certain works on the extension of the road under-bridge and one or two other items have been completed.

40.2. Remodelling, signalling and interlocking Sonepur station yard.—As the existing accommodation in Sonepur station yard was insufficient to cope with the traffic and it was anticipated that the Sonepur Chupra doubling now in progress would lead to a further increase in traffic, it was decided to remodel the yard. The scheme, which is estimated to cost Rs. 1,81,790 was accordingly sanctioned during the year under review, and includes provision for the following works :—

(i) re-alignment of Bunwarchak line;
(ii) lengthening the sidings and providing trap sidings to enable 80 wagon load goods trains to run;
(iii) providing a saloon siding;
(iv) dismantling existing boundary wall and re-building retaining wall instead;
(v) dismantling and re-building north-east passenger platform wall;
(vi) building a retaining wall in the vicinity of the parcel office;
(vii) extending east sub-way to accommodate one more track; and
(viii) extending goods platform and ramp and dismantling and re-building horse and motor loading ramps.

It is also proposed to provide mechanical working and interlocking and electrical control of all points and signals for the passenger yard, routes and for the goods reception and departure lines.

The work is likely to be completed within eighteen months.

The growth of both passenger and goods traffic has been rapid at Dehri-on-Sone, a station on the East Indian Railway. To some degree, this development is due to the construction of new cement and paper mills at this place. The existing facilities have been found insufficient to deal with the present volume of increased traffic, and with a view to providing adequate facilities, sanction was accorded in July 1938 to a scheme for remodelling Dehri-on-Sone at an estimated cost of Rs. 2·90 lakhs.

40.3. Viramgam—Remodelling the yard and rebuilding station, Bombay, Baroda and Central India Railway.—This is a junction station with the Kathiawar Railways and the traffic which it was required to handle had considerably increased owing to the development of the Kathiawar ports. The present station building was burnt during riots in 1919 and the question of improving the building and enlarging the station generally had been mooted many times. It was recognised that the broad gauge and metre gauge passenger platforms were inadequate, particularly since the introduction of the Land Customs in 1927 requiring examination of the luggage of all passengers arriving from Kathiawar. The matter came to a head in 1936 when the Senior Government Inspector commented on the inadequacy of the existing accommodation. A remodelling scheme was accordingly drawn up providing for better

accommodation to remove congestion. The new arrangements will include rebuilding of the station premises, an additional metre gauge island platform and the widening of the existing island platform, as also adequate signalling arrangements. The entire scheme is estimated to cost Rs. 7·26 lakhs.

40.4. Moghalsarai—Additions and alterations to the locomotive running shed and yard in connection with intensive use of locomotives.—With a view to introduce the intensive use of locomotives on the Mail and Express services it has been decided to concentrate all the necessary engines at Moghalsarai shed to enable the entire Mail and Express service on the East Indian Railway being worked from this shed instead of from five different sheds, *e.g.*, Jhajha, Gomoh, Cawnpore, Lucknow and Moradabad as at present.

Apart from a better engine usage and maintenance, saving in engines and the corresponding reduction in staff, the effect of the Moghalsarai Concentration Scheme will be that Jhajha will be more or less closed down as a home-station shed, Gomoh will be considerably reduced in status, and the amount of expenditure involved in the remodelling of Cawnpore shed with a view to introducing the intensive use of goods and passenger engines on the Allahabad Division will be reduced.

From calculations made it is anticipated that the concentration scheme will result in a saving of 29 engines which means an annual saving of Rs. 1,25,599. In the early stages of the scheme 8 of these engines will be kept as stand-byes at certain sheds to meet emergencies. This, however, will only be temporary and as a precautionary measure and these engines will be withdrawn as soon as it is found that the scheme is working satisfactorily. From the saving of engines alone, the scheme is likely to give a return of 11·17 per cent. on the total capital expenditure. The scheme which is estimated to cost Rs. 10,06,036, was sanctioned on 12th December 1938 and will take a year to complete.

40.5. New locomotive shed at Bitragunta, Madras and Southern Mahratta Railway.—Mention was made of this work in the report for 1937-38. During the year under review further progress was made and it is anticipated that the work will be finished shortly. Sanction was also accorded to the provision of an additional line in the traffic yard at Bitragunta at an estimated cost of Rs. 20,000. A committee consisting of the Deputy Chief Operating Superintendent, Deputy Chief Engineer (Broad Gauge) and the Production Engineer has also been appointed to examine the scheme for improving the running shed at Rajahmundry.

40.6. Raising, doubling and bridging the main line between Sonepur and Chupra, Bengal and North-Western Railway.—A full description of this scheme was given in the last year's report. Due to delay on the part of the civil authorities in handing over to the railway the land required for the scheme only about 10 per cent. of the work could be completed during the year under review. It is expected that the work will be finished during 1940-41.

40.7. Permanent-way renewals—

(i) *Madras and Southern Mahratta Railway.*—On this railway an estimate amounting to Rs. 9,10,000 was sanctioned for the renewal of 22·50 miles of 75 lb. Double and Bull Headed track including loops, between Guntakal and Raichur section with 90 lb. rails. This renewal was found necessary on account of the running of XD and XB engines on this section and also on account of the fact that the existing rails whose life varies from 47 to 40 years were considerably worn out. The work is expected to be finished during the coming year.

(ii) *Jodhpur Railway.*—On the Jodhpur Railway a provision was made for the renewal of 30 miles of Jodhpur-Hyderabad section of the main line with 60 lb. (B. S. Revised) rails. The work is estimated to cost about 5½ lakhs of rupees. The released 50 lb. rails are being utilised for the construction of the Khadro

Nawabshah Railway. The relaying is to be done in two instalments, 15 miles being programmed for the year under review and the remaining 15 miles to be taken in hand during the early part of the following year.

(iii) *Assam Bengal Railway.*—As a result of the increased number of trains and the higher speed of passenger trains running on the northern section of the Assam Bengal Railway, it was found that the track had deteriorated to a considerable extent owing to the light weight rails and restrictions had, therefore, to be imposed on the running of four-wheeled goods stock and tank wagons. A provision was accordingly made for the relaying of 136 miles of track with 60 lb. rails between Manipur Road and Safrai and between Digaru and Gauhati. Considerable progress has been made with the work during the year under review and it is likely to be completed during the next year.

41. Important works sanctioned.

41.1. Indian Railway Conference Association staff quarters.—As a result of the construction of a new office building for the Indian Railway Conference Association in New Delhi, provision of quarters for the staff of that office became a necessity which was accentuated by the condemnation of some old temporary quarters at Timarpur hitherto occupied by the clerks. A site sufficient for 60 quarters was available on railway land near Thompson Road, New Delhi, and it was decided to construct 60 quarters to house the staff. For the present, however, these are to be allotted half and half to the Indian Railway Conference Association and to the Railway Clearing Accounts Office. An estimate, amounting to Rs. 2·32 lakhs for eight senior type and 52 junior type quarters was sanctioned in August 1938 and the work completed in March 1939.

41.2. New Hospital at Lahore.—Sanction was accorded to an expenditure of Rs. 1·98 lakhs on the construction of a new hospital at Lahore. The scheme provides accommodation for 75 indoor patients, an outpatient department, an operating theatre and other requirements of the medical branch including additional staff quarters. This work when completed, will result in a saving of Rs. 12,000 per annum which is now paid to the Provincial Government in respect of reservation of beds in the Mayo Hospital.

In addition to this about Rs. 80,000 were spent on the provision of equipment and in improving and bringing up to date some of the hospitals on the East Indian, Eastern Bengal, Great Indian Peninsula and North Western Railways.

41.3. Signalling and Interlocking Muzaffarpur station yard, Bengal and North-Western Railway.—Following the remodelling of the Muzaffarpur station yard, an estimate was prepared to cover the cost of providing mechanical working, interlocking and electrical control of all points and signals for the passenger yard and routes, and for the goods running lines. The estimate amounting to Rs. 1·12 lakhs was sanctioned in November 1938.

41.4. East Indian Railway—Reconditioning of Buckland Road Overbridge.—Mention was made of this work in the report for the year 1936-37. During the year under review good progress was made on this work which is now expected to be completed at a cost of Rs. 2,15,779.

41.5. Eastern Bengal Railway—Aie Bridge.—Due to heavy rain in July 1938, the Aie river which is crossed at mile 247 G by a bridge of five spans of 100 feet and two spans of 40 feet had risen rapidly and suddenly changed its course having apparently shortcircuited and cut across a loop just above the bridge site with the result that the east abutment of the bridge together with the entire east guide bund was washed away and there was a breach of about 400 feet in the railway embankment. The rails, to which the shore span remained attached, were left hanging over the gap and a 40 feet girder was left suspended from a pier where the breach had occurred. This span

was subsequently recovered with the exception of some bracings which fell into the river. A temporary pile-bridge was made for diversion of traffic. An estimate was sanctioned to extend the Aie guide bund and to replace the washed away pier by another pier at a new site and for replacing two 40 feet spans by one 100 feet span thus increasing the original waterway.

41.6. Delhi Refuse Disposal Scheme.—As an instance of a "deposit" work done through the agency of a railway administration, mention may be made of the Delhi Refuse Disposal Scheme which was carried out by the North Western Railway administration on behalf of the Delhi Municipality. The scheme was to collect the refuse of the Delhi City at two special railway sidings and to transport it about 10 miles outside the City by rail *viâ* Badli for deposit in the Horse Shoe Jhil near the Delhi-Ambala road. For this purpose a project was worked out by the Delhi Municipality in consultation with the North Western Railway administration and accepted by the Government of India. An estimate, amounting to Rs. 12·23 lakhs, was accordingly sanctioned in November 1936 for providing sidings, platforms, quarters and roads, etc., at Kutab Road, Subzimandi and Badli. A supplementary estimate amounting to Rs. 95,182 for certain additional works was sanctioned in January 1938. The work has practically been completed with the exception of two works still in contemplation, *viz.*, (1) providing a parallel service road behind the railway boundary wall from Pull Mithai southwards and also from near the New Delhi Station northwards to the refuse station for the passage of refuse carts thereon avoiding the main thoroughfare, and (2) supply of good drinking water at the refuse disposal dump.

41.7. Kistna Canal Railway Station, Madras and Southern Mahratta Railway.—The volume of traffic in the Madras—Bezwada section is showing considerable increase and certain proposals have been put forward by the Madras and Southern Mahratta Railway to handle the traffic offering without restriction. As the consideration of these proposals in detail was likely to take some time the railway administration suggested that the improvements required at Kistna Canal railway station, which were part of the original scheme, be carried out forthwith to relieve the situation to some extent. An estimate of Rs. 52,000 was, therefore, sanctioned during the year. It provides *inter alia* for the provision of a 40-ton weigh-bridge, which will facilitate weighment of all coal loads, besides being available for other merchandise.

42. Welding of rails.—During the year arrangements were made to carry out an experiment in the welding of rails in which connection there has been a considerable development in other countries. The object is to reduce as far as possible the number of fish-plated joints in the rails which occur at present and which are a source of weakness, noise in running and wear and tear of rolling stock. Arrangements were made to weld 1,000 joints by the alumino-thermic process which has been so largely developed in France and an expert was brought out for the purpose. The experiment has been spread over three railways, the Great Indian, North Western and East Indian, and in due course reports will be obtained as to its success.

43. Bridge Strengthening Programme.—The following are some of the more interesting works under this head which were in hand or completed during the year :—

43.1. Assam Bengal Railway.—The provision of additional stiffeners and sway bracings to bridges on the Assam Bengal Railway, to permit of the use of YD engines at higher speeds was completed during the year, and considerable work was also done on the renewal of cracked bed stones and crushed pier tops of bridges on the Hill section of this railway.

43.2. Bombay, Baroda and Central India Railway.—The work of strengthening the girders of the Chambal, Chambala and Gambhir bridges by electric welding, which was reported on last year, was completed and the girders of bridges between Ajmer and Khandwa were renewed with the exception only of those of the Ravine Viaduct No. 1 on the Mhow-Kalakund section and of the Nerbada bridge on the Kalakund-Khandwa section.

43.3. Eastern Bengal Railway.—The regirdering of the Gorai bridge was completed and weak girders on several bridges were renewed. The more important works were the provision of a new bridge of two 40 feet spans on the Ishurdi-Sirajganj section and the replacement by a 100 feet span of the two 40 feet spans of the Sitlai bridge, Abdulpur-Nawabganj section which were damaged by floods during the year.

43.4. East Indian Railway.—The programme on this railway covered *inter alia* the reconditioning of some 25 small bridges, the regirdering of three and the rebuilding of eight.

43.5. Great Indian Peninsula Railway.—The Seena bridge consisting of 6×90 feet spans was fully regirdered, and the renewal of the girders of the 20 feet and 60 feet spans on the Jhansi-Cawnpore section was also completed.

43.6. Madras and Southern Mahratta Railway.—The work of strengthening the main girders on 11×150 feet spans of the Pennar bridge on the Guntakal-Dharmavaram Section, and of strengthening the other bridges on the same section for Group " D " engines was completed at a total cost of Rs. 1·52 lakhs and progress was made on renewing the flooring and track over the Kistna bridge and on regirdering the 14×64 feet spans of bridge No. 80 also on the Guntakal-Dharmavaram section.

43.7. North Western Railway.—The old iron trough and timber roadway of the Sukkur Channel bridge was replaced by a reinforced concrete deck cast *in situ*, and welded steel stools were substituted for the original longitudinal rail bearing timbers on this bridge. A new bridge of 2×50 feet girders was also built on the Khanewal-Shorkot Road section.

An estimate amounting to Rs. 14·15 lakhs was also sanctioned in May to cover the cost of renewing the 17×150 feet spans of the Victoria bridge over the Jhelum river between Malakwal and Haranpur to M. L. (Broad Gauge) standard, and for providing reinforced concrete pier caps under the new girders. The existing girders, which were erected in 1887, are overstressed by 35 per cent. under the engines in use and a 5 miles per hour speed restriction for these engines had to be imposed in 1936, while coupled engines are not allowed to cross the bridge. The existing girders are also very shallow, while the material, according to a report made by the Metallurgist in 1934, is a mixture of early steel and wrought iron, both of poor quality. It was, therefore, decided that in this case it would be better to renew the girders instead of strengthening them. The new girders are being so designed that they can easily be strengthened to carry an overhead roadway when the need for this arises, and two footpaths, each four feet wide, will be provided on the new girders.

43.8. South Indian Railway.—Mention was made in a previous report of the renewing of girders on the Palar bridge on the Katpadi branch. Subsequently sanction was accorded to an estimate for the replacement of weak girders by new girders designed to M. G./M. L. loading on two more bridges on the same branch, raising the total cost to Rs. 7·53 lakhs. This will make the branch fit to carry a heavier class engine without restriction.

44. Hardinge Bridge, Eastern Bengal Railway.—During the working season before the flood season of 1938, the upstream portion of the Raita Protection Bank was reinforced for protection against scour down to reduced level 50 by laying 744,611 cubic feet of pitching stone through grids in water. The apron of the original Left Guide Bank was similarly reinforced down to reduced level 60.

The work started last year on the extension of the Left Guide Bank was completed up to chain 40, while the earth-work for the remaining portion was completed, *i.e.*, up to chain 80.

The emergency arrangements for patrolling during the flood season were continued as in previous years. In addition a material train consisting of 40 trucks loaded with pitching stone with an engine attached was kept

constantly in steam, and all available barges were loaded with stone and berthed conveniently along the river bank.

The Raita Protection Bank as well as the Right Guide Bank were heavily stressed during this flood season, but no serious damage was done.

45. Closing of unremunerative branch lines.—The railways continued their scrutiny of the financial position of their branch lines with a view to ascertaining if any of them were being worked at a loss and could be closed with financial advantage. As a result of this examination the following branch lines were closed during the year:—

(i) *North Western Railway.*—Baijnath Paprola-Jogindarnagar section of the Kangra Valley Railway was closed for public traffic from 1st November 1938.

(ii) *Great Indian Peninsula Railway.*—Section Bah to Hat Shamsabad of the Agra-Bah Railway was closed from 1st January 1939.

CHAPTER IV.

TRANSPORTATION.

A.—*Operating.*

46. Volume of traffic handled.—It has been customary to indicate the volume of business handled on the railways by figures of "passenger miles" for passenger traffic and "net ton miles" for goods traffic. These terms mean the total number respectively of passengers and tons carried, multiplied by the miles over which they are moved. As these figures give the best indication of the traffic dealt with, the same procedure is being followed this year. The net ton miles quoted in the following table do not include the tonnage hauled by purely departmental trains, but this was only about 2 per cent. of the total.

(Figures in thousands.)

Particulars.	CLASS I RAILWAYS.			
	1936-37.	1937-1938.	1938-39.	Percentage of increase (+) or decrease (—) compared with 1937-38.
Passenger miles	17,052,271	18,076,399	17,987,655	—0·49
Net ton miles	20,112,745	22,043,046	21,394,147	—2·94

NOTE.—(i) In the table above and in subsequent tables the Burma Railways have been excluded from the figures for 1936-37, so that the results for the three years may be comparable.

(ii) The figures of Mysore State Railway have been included in those for 1936-37 and 1937-38 for purposes of comparison.

47. Train miles.—The following table shows the number of train miles run to carry the traffic. Passenger train miles increased by 2·28 and 3·19 per cent. on the broad and metre gauges while there was a decrease of 1·64 per cent. on the narrow gauge. The goods train miles increased by 1·56 per cent. on the broad gauge and 2·44 per cent. on the metre gauge, while there was a decrease of 4·20 per cent. on the narrow gauge. Full details of the train and engine miles for each Class I Railway are given in Statements 17 and 32 of Volume II and those for each Class II and III Railways in Statement 37 :—

(Figures in thousands.)

Particulars.	CLASS I RAILWAYS.											
	BROAD GAUGE.				METRE GAUGE.				NARROW GAUGE.			
	1936-37.	1937-38.	1938-39.	Percentage of variations with 1937-38.	‡ 1936-37.	‡ 1937-38.	1938-39.	Percentage of variations with 1937-38.	‡ 1936-37.	‡ 1937-38	1938-39	Percentage of variations with 1937-38.
Passengers (including proportion of mixed) train miles.*	68,919	71,858	73,494	+2·28	31,104	33,903	34,986	+3·19	2,621	2,681	2,637	—1·64
Goods (including proportion of mixed) train miles.†	43,757	47,280	48,018	+1·56	17,670	18,311	18,758	+2·44	1,733	1,831	1,754	—4·20

* Includes mileage of electric locomotives and electric multiple units but excludes departmental.

† Includes mileage of electric locomotive trains but excludes departmental.

‡ Figures for 1936-37 and 1937-38 also include those for the Mysore State Railway for purposes of comparison.

The statement below compares, on the basis of index figures, the trend of the volume of traffic and of the work done during 1929-30, 1932-33 and the last three years on the Class I Railways :—

Year.	* Passenger miles.	* Passenger train miles.	† Coaching vehicle miles.	* Freight ton miles.	* Goods train miles.	† Wagon miles.
1929-30 . . .	100	100	100	100	100	100
1932-33 . . .	77	87	89	81	81	83
1936-37 . . .	79	96	94	100	97	100
1937-38 . . .	84	102	96	110	103	108
1938-39 . . .	83	104	98	107	105	108

* Includes figures for Mysore State Railway.

† Excludes Mysore State Railway for which figures are not available.

48. Shunting miles.—Considerable other engine mileage was necessary, but of an unproductive nature, *viz.*, shunting, light and assisting engine mileage. This mileage was equivalent to about 19 per cent. of the total engine miles (including departmental). The departmental train and engine mileage—which is also not directly productive—amounted to 9·9 million miles or about 4 per cent. of the total. As shunting miles form the greater proportion of unproductive mileage, *i.e.*, about 12 per cent. of the total engine miles, the following table has been prepared to show the ratio per 100 train miles on the passenger and goods services of Class I Railways :—

Particulars.	Broad gauge.				Metre gauge.			
	1936-37	1937-38.	1938-39.	Percentage of variations with 1937-38.	1936-37.	1937-38.	1938-39.	Percentage of variations with 1937-38.
Shunting miles per 100 train miles (Passenger and proportion of mixed).	5·15	5·06	4·96	—1·98	4·43	4·36	4·71	+8·03
Shunting miles per 100 train miles (Goods and proportion of mixed).	34·2	33·3	33·9	+1·80	33·4	33·9	34·3	+1·18

49. Engine performance.—The work done by engines is indicated by the figure " engine miles per engine per day ". This may be calculated either on the number of engines on the line or on the number of engines actually in use—on both counts there was improvement; on the former basis the daily mileage increased from 77 to 79 on the broad gauge and from 75 to 76 on the metre gauge, and on the latter basis the increase was from 114 to 115 on the broad gauge and from 106 to 110 on the metre gauge. On the broad and metre gauges the percentage of engines under or awaiting repairs in mechanical and transportation workshops, was almost the same as in the previous year.

50. Passenger trains.—The ever-changing needs of traffic require constant watch to ensure that the time tables suit the needs of the public. When revisions are made, the wishes expressed by private individuals and by public bodies receive most careful consideration—in fact on certain railways it is customary to refer the proposals to their Local Advisory

Committees for comment and criticism. Some of the more important examples of improvement are detailed below :—

50.1. Mail and Express trains.—*Bombay, Baroda and Central India Railway.—Broad gauge.*—In order to meet a general demand, the Down Gujarat Mail from Bombay was given a later start and run after the Down Kathiawar Mail by re-arranging slightly the departure times of the following trains from Bombay Central :—

Train.	Departure time. Original.	Revised.
Frontier Mail . . .	21·30 hours.	21·15 hours.
Kathiawar Mail . . .	21·50 ,,	21·30 ,,
Gujarat Mail . . .	20·25 ,,	22·00 ,,
Delhi Express . . .	22·50 ,,	22·15 ,,

The duplicate week-end **"Flying Ranee"** running between Bombay Central and Bulsar was cancelled in June; from October the week-end train was given additional halts at Borivli, Gholvad, Umbergaon Road and Sanjan.

East Indian Railway.—One Express train each way was introduced between Lucknow and Delhi *viâ* Moradabad.

One fast passenger train each way was withdrawn :—

Between Moghal Sarai and Delhi.

Between Asansol and Mokameh.

The Howrah-Lucknow-Delhi Express trains were diverted *viâ* Mirzapur and the Howrah-Mokameh passenger trains were extended to and from Moghal Sarai.

Great Indian Peninsula Railway.—From 1st November 1938 the **"Deccan Queen"** was not run except on important holidays.

Mysore State Railway.—In conjunction with the Madras and Southern Mahratta Railway, through rakes were run on :—

(i) Two Mail trains between Mysore and Hubli *viâ* Bangalore, Hindupur and Guntakal.

(ii) Two Mail trains between Bangalore City and Hubli.

(iii) Two Express trains between Bangalore City and Poona *viâ* Harihar.

(iv) Two Passenger trains between Bangalore City and Guntakal *viâ* Hindupur.

(v) Two Shuttle trains between Davangere and Hubli *viâ* Harihar.

South Indian Railway.—Broad gauge.—The Up and Down Cochin Express—introduced as an experimental measure, between Madras Central and Ernakulam to relieve overcrowding in the Malabar and Blue Mountain Express trains—continued during the year on further trial.

Metre gauge.—The Up and Down Passenger trains running between Dhanushkodi and Trichinopoly Junction were extended to and from Madras Egmore to run as Express trains between Madras and Trichinopoly Junction.

50.2. Suburban trains.—*East Indian Railway.*—Seven additional trains were introduced, *e.g.* :—

One light train from Sealdah to Howrah,

One light train from Chandanpur to Sealdah,

One light train from Howrah to Chandanpur, and

Four light trains between Sealdah and Dankuni.

Madras and Southern Mahratta Railway.—Broad gauge.—An additional passenger train was run between Madras and Rayapuram.

The run of two local trains was extended between Villivakkam and Avadi.

50.3. Other Passenger trains.—*Assam Bengal Railway.*—An additional train each way was introduced between Chittagong and Laksam with effect from the 1st May 1938; this proved popular not only with passengers for roadside stations but also with passengers from Chittagong on Saturdays and holidays and for British India Steam Navigation Company's steamer passengers from Akyab and Rangoon.

Many changes were also made in the branch line mixed train services, *i.e.*—

17 trains (four on Sundays only) were introduced.

8 trains (two on Sundays only) were cancelled.

The run of eight was extended and of two curtailed.

Bengal and North-Western Railway.—A light fast passenger train was introduced between Ballia and Benares.

Bengal Nagpur Railway.—The following new services were introduced:—

(i) Two light trains between Purulia and Adra with connection at Adra for passengers travelling in the direction of Asansol.

(ii) Two light trains between Gondia and Amgaon.

(iii) Vizagapatam-Khurda Road Passenger trains were extended to and from Puri, thus dispensing with the necessity for a change of trains at Khurda Road for passengers to and from Puri.

Bombay, Baroda and Central India Railway.—Metre gauge.—Two through passenger trains formerly running between Ahmedabad and Taranga Hill were " terminated " at Mehsana. The following additional trains were introduced:—

1 passenger train between Ajmer and Hatundi as a trial measure to avoid overcrowding by milkmen in one of the other trains.

2 passenger trains between Ahmedabad and Sabarmati.

2 passenger trains between Muttra Cantonment and Brindaban.

1 light train from Phulera to Sambhar Lake.

The Sentinel coach service between Ajmer and Bijainagar was replaced by a mixed train.

Two passenger trains between Ajmer and Hatundi were substituted by a Sentinel service which was extended to Nasirabad.

The run of four trains was extended and six trains were cancelled.

Narrow gauge.—During the busy season one fast mixed train each way, connecting with the up and down Delhi Express, was introduced between Anklesvar and Rajpipla.

Eastern Bengal Railway.—One extra train each way was introduced between—

(i) Ishurdi and Parbatipur,

(ii) Alipur Duar and Raja Bhatkhawa,

(iii) Mymensingh and Singhjani, and

(iv) Singhjani and Prodyotnagar.

East Indian Railway.—14 trains were introduced and 27 were withdrawn. The runs of 19 trains were extended.

Great Indian Peninsula Railway.—34 shuttle trains were introduced on 13 sections.

16 mixed trains on the Badnera-Amraoti sections were classified as passenger trains.

2 passenger trains on the Pulgaon Arvi section were cancelled.

2 shuttle services were extended.

Jodhpur Railway.—On the Jhudo-Mirpur Khas and Mirpur Khas-New Chhor sections " omnibus " trains were introduced making eight daily trips.

Madras and Southern Mahratta Railway.—With effect from the 13th of June 1938, one existing passenger service was extended from Tenali to Repalle and a new train was introduced in the reverse direction, but these were withdrawn from the 15th of November as they were not a success.

With effect from the 1st of April 1938, additional light trains in each direction were introduced daily between Pakala and Madanapalle but they were cancelled from the 1st of February 1939, as they were not a paying proposition.

For similar reasons, two light trains which were introduced between Guntakal and Hospet from the 1st of October 1938, were cancelled from the 15th of December 1938.

Mysore State Railway.—A fast passenger train each way was introduced on each of the following sections:—

(i) Mysore and Bangalore City.
(ii) Arsikere and Harihar } in place of mixed trains.
(iii) Mysore and Arsikere }
(iv) Arsikere and Birur (ordinary passenger).

On many of the local trains as well as on through trains running over the Madras and Southern Mahratta and His Exalted Highness the Nizam's State Railways, through carriages were run for the convenience of passengers.

His Exalted Highness the Nizam's State Railway.—8 down mixed train on the Kazipet-Bezwada section was converted into a fast passenger train, which provided a through service from Hyderabad to Bezwada, connecting with the Calcutta-Madras Mail.

North Western Railway.—Three trains were extended, one from Hoshiarpur to Lahore and two between Ludhiana and Raiwind; the former reduced the journey time between Hoshiarpur and Lahore from $6\frac{1}{2}$ hours to $4\frac{1}{2}$ hours and the latter two reduced the overall time between Moga Tehsil and Lahore from $6\frac{3}{4}$ hours to $4\frac{3}{4}$ hours in the up direction and $8\frac{3}{4}$ hours to $4\frac{1}{2}$ hours in the down direction.

South Indian Railway.—Metre gauge.—8 additional (R. M. C.) trains were introduced.

50.4. Speeds.—Arising out of the investigations resulting from the Bihta accident, the speed of Pacific class engines has been limited, as a precautionary measure, and XBs have been removed from certain services: in addition, increased margin has been allowed for drivers to make up time. In consequence the speeds on many sections were decreased rather than increased. On some railways, however, it was possible to effect improvements and an indication of these is given in the paragraphs below:—

Assam Bengal Railway.—The following increases were made in sanctioned maximum speeds:—

Section.	Miles per hour. From	To
(i) Akhaura-Shaistaganj	35 40	40 45
(ii) Feni-Belonia	25	30
(iii) Shaistaganj-Ballapur	25	30
(iv) Shaistaganj-Badarpur	35	45
(v) Ashuganj-Bhairab Bazar	20	35
(vi) Lumding-Lanka	25	35

Bengal and North-Western Railway.—The speeds of some of the main line trains and Expresses were raised from 25 to 30 and 30 to 32 miles respectively on certain sections, while the permissible maximum speed for passenger trains on certain sections was raised from 40 to 45 miles per hour.

Bombay, Baroda and Central India Railway.—Metre gauge.—7 trains between Kalol and Ahmedabad and one between Ahmedabad and Mehsana were speeded up and termed as Fast Passenger trains.

Eastern Bengal Railway.—The following Mail and Express trains were accelerated :—

3 Up Assam Mail by 35 minutes.

4 Down Assam Mail by 59 minutes.

5 Up Chittagong Mail by 35 minutes.

30 Down Barisal Express by 25 minutes.

Madras and Southern Mahratta Railway.—The speed of trains between Hubli and Miraj was accelerated by 56 minutes. By speeding up trains and suitable time table adjustments considerable reductions have been made in overall times in recent years. This is best illustrated by the following comparison with 1929 :—

	April 1929 Hours.	April 1939 Hours.	Reduction Hours.
Madras-Nandyal	16¾	14	2¾
Madras-Bellary	13	11	2
Madras-Hubli	20¾	18¾	2
Hubli-Poona	18½	12½	5¾
Poona-Kolhapur	10½	8½	2
Poona-Belgaum	13	8¾	4¼
Poona-Mormugao Harbour	22¾	16¾	6
Bezwada-Guntakal	19	13	6
Hubli Bijapur	10½	8	2½

His Exalted Highness the Nizam's State Railway.—Important through Passenger trains were accelerated on the Secunderabad-Kazipet, Kazipet-Balharshah and Vikarabad-Purli sections on the broad gauge and Purna-Purli and Secunderabad-Dronachellam sections on the metre gauge: this raised the general average speed from 25·3 and 22·1 in 1937-38 to 26·0 and 22·3 in 1938-39.

North Western Railway.—The following improvements were made :—

(i) ***Mails.***

	Miles per hour. From	To	
Up and Down Sind Express	40 45	45 50	On selected sections between Karachi and Lahore.
Up and Down Calcutta-Punjab Mails	40	45	Certain portions between Saharanpur and Lahore.
Up Simla Mail	40	45	Between Ambala Cantonment and Lahore.

(ii) *Other passenger trains.*

	Miles per hour. From	To
Rohtak-Delhi	30	35
Ludhiana-Ferozepore Cantonment	30	35
Bahawalnagar-Fort Abbas-Samasatta	22	24
Hyderabad-Matli	25	27
Rawalpindi-Kohat	13 to 30	16 to 32
Lahore-Lala Musa	30	35
Batala-Qadian	26	30

The increased speeds made it possible to provide connections, not previously maintained.

50.5. Punctuality.—The following table shows the percentage of passenger trains not losing time to the total number of trains run on all the Class I Railways during 1938-39 as compared with 1937-38:—

	All trains (including electric multiple unit trains).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
Broad gauge.					
1937-38	83·5	77·2	82·2	82·1 94.7*	79·4
1938-39	80·9	72·2	77·8	78·9 94·3*	77·6
Metre gauge.					
1937-38	85·5	81·4	88·7	97·0 90·0†	82·2
1938-39	82·9	78·9	86·7	98·3 82·3†	80·0

* Bombay, Baroda and Central India and Great Indian Peninsula Railways' electric multiple unit trains.

† South Indian Railway's electric multiple unit trains.

It is unsatisfactory to have to record this deterioration, but it was due to certain exceptional circumstances. These, in brief, were:—

(i) a considerable increase in passenger train miles;

(ii) an increase in goods train mileage, which affected the time keeping of passenger trains on single line sections;

(iii) a heavy programme of engineering works, on some railways to increase line capacity, and on others to repair damages caused by cyclones and heavy floods; and

(iv) the disorganisation caused in the time tables of some railways by the speed restrictions on Pacific class engines,—also the removal of the powerful XB locomotives from some passenger services.

50.6. Employment of small power units.—Mention was made in the last year's report of the steps taken by railways to combat road motor competition by the introduction of rail cars, sentinel coaches and light passenger trains. Similar efforts continued during the year under review and resulted in attracting additional passengers to the rail route.

Eleven diesel rail cars were delivered to the North Western Railway in January 1939. These cars, which are equipped with modern facilities for the carriage of third class passengers, were given necessary tests and trials preparatory to being put into service on routes radiating from Jullundur City.

On the Jodhpur Railway the " Omnibus " trains that proved so successful during the previous year were continued in service with gratifying results, whilst the Diesel and Ford Motor services on the Madras and Southern Mahratta Railway also continued to attract additional passengers.

Sentinel coaches continued to run on the Bengal Nagpur, East Indian and Bombay, Baroda and Central India Railways and the first named put two additional units into service representing an increase of 633 train miles per day.

On the Eastern Bengal Railway a Clayton steam coach was used for experimental Shuttle trains in addition to small steam locomotives on the Kurigram-Teesta-Rangpur and Ishurdi-Rajshahi sections, respectively. Such small steam locomotives were also operating accelerated services on the Ballia-Benares Cantonment section of the Bengal and North-Western Railway, in addition to sections on the East Indian, Great Indian Peninsula, North Western, Rohilkund and Kumaon and South Indian Railways.

51. Goods trains.

51.1. Speeds and reduction of transit time between points.—*Assam Bengal Railway.*—Two through goods trains were run regularly between Tinsukia and Pandu mainly for the transit of oil and petrol. The average through speed of these trains was 18·7 miles per hour in the down direction and 15·6 miles in the up direction.

Bengal and North-Western Railway.—Through goods trains were accelerated from 18 to 20 miles per hour and such trains were run on all major sections.

The express through goods service between Gorakhpur and Barauni Junction was extended to and from Katihar, a distance of 312 miles, with double crews.

Bengal Nagpur Railway.—Goods train services were completely overhauled and timings revised to ensure more economical working.

A daily express goods service ran from Shalimar to Bombay to ensure quick transit of full wagon loads and " smalls ". Consignments reached Bombay by this service in seven days from the date of their despatch from Shalimar.

Similarly an express goods service left Shalimar daily for Madras by which consignments reached in five days from the time of their despatch.

In the reverse direction, the service from Bombay to Shalimar was bi-weekly but from Madras every day. There was also an express goods service between Shalimar and Ranchi by which traffic in full wagon loads and " smalls " was carried in two days either way and a bi-weekly service from Calcutta Jetties to Ranchi, without transhipment at Shalimar, also taking two days.

The following are some of the other long distance through services operated:—

Between	Miles.	Scheduled times.	
		Hours	Minutes
Express Goods—			
Shalimar-Nagpur	701	48	44
Shalimar-Waltair	545	46	42
Through Goods—			
Adra-Waltair	578	57	0
Tumsar Road-Vizagapatam Port	467	46	38
Talcher-Waltair	359	31	25
Gua-Burnpore	172	19	57
Bhojudih-Shalimar	193	13	26

Bombay, Baroda and Central India Railway.—An express goods service was introduced between Bombay and Ahmedabad running six days in a week. This service, combined with a re-organisation of loading at the

Bombay Depôt, helped to reduce the delivery time from four to two days, besides affecting a saving of 49 wagons a day during the busy season. A through goods train from stations on Bulsar district to the Bombay Port Trust was introduced to clear cotton wagons. This resulted in quicker release of wagons by 24 hours.

Night transhipment of wagons requiring crane power was commenced at Sabarmati, enabling 25 wagons to be dealt with daily instead of 15 wagons.

East Indian Railway.—Through Goods Services.—Scheduled timings are fixed on main line sections and co-ordinated as far as possible, throughout the line.

Express Goods Services.—These operated on the following sections and were mainly utilised for the conveyance of perishables, live stock and other traffic for long distances and to competitive points:—

(i) Howrah-Delhi *viâ* the Grand Chord (Dhanbad-Gaya-Moghal Sarai).

(ii) Moghal Sarai-Saharanpur.

(iii) Howrah-Jamalpur *viâ* Sahibganj loop, and

(iv) Asansol-Moghal Sarai *viâ* Main Line.

Additional paths are also available on the principal sections for extra express goods services as the traffic may require.

Great Indian Peninsula Railway.—4,806 through trains were run as compared with 2,544 in the previous year. The increase was due to the policy of running through trains between the furthest points and to the introduction of additional solid through trains over the following sections:—

Itarsi-Balharshah.

Ajni-Balharshah.

Bhusaval-Jhansi.

Jubbulpore-Kalyan.

The bi-weekly express goods service between Bombay and Shalimar (Calcutta) and the express goods service from Bombay to Poona were maintained. The Nagpur-Bombay cotton express goods service was again introduced in the season. In addition, a Khandesh cotton express goods service was run but the results were not encouraging. The oil special train service introduced *ex* Bombay to Bhusaval was extended up to Itarsi.

Jodhpur Railway.—A through connection was introduced from Hyderabad (Sind) to Luni Junction so that urgent traffic for Luni Junction and beyond might arrive 24 hours earlier.

Mysore State Railway.—A local night goods train was introduced between Arsikere and Birur resulting in the quick transit of goods between Mysore and Arsikere, Mysore-Bangalore-Birur sections on the one hand and the Birur-Shimoga branch on the other. The time taken in the transit of goods was consequently reduced by nearly 24 hours. To accelerate the transit of goods, particularly smalls, additional goods trains were introduced between Bangalore City and Mysore which leave at night and reach the destination next morning.

His Exalted Highness the Nizam's State Railway.—Express goods trains were run between Secunderabad and Bezwada (218 miles), the distance being covered in 10 hours and 29 minutes, 8 hours and 45 minutes in each direction as compared with 14 hours 8 minutes and 11 hours 57 minutes respectively taken previously. On the metre gauge the transit time of goods trains between Secunderabad and Manmad and Secunderabad and Dronachellam was reduced by 3½ and 2½ hours respectively.

Rohilkund and Kumaon Railway.—To accelerate the services and reduce transit time, through goods trains are run at speeds higher than those for ordinary goods trains.

South Indian Railway.—The running of express goods train service between Madras, Egmore and Tuticorin accelerated the transit of " Wagon loads."

51.2. Loads.—The average net or freight load of Goods trains (steam) on Class I Railways decreased from 399 tons in 1937-38 to 380 in 1938-39 on the broad gauge and from 169 to 161 tons on the metre gauge. Statement No. 23 of Volume II of the Report gives the figures for each railway.

The main index of goods train operation, *i.e.*, " Net ton miles per engine hour " also declined on both the gauges; the figures being—

	Broad gauge.	Metre gauge.
1937-38	2,001	859
1938-39	**1,854**	**822**

These figures are naturally dependent on the factors, " tons carried " and " average lead " which in turn influence the engine hours: again the type of traffic handled has a great bearing on these averages. In 1938-39, as compared with 1937-38, the tons carried on Class I Railways—broad gauge —increased by 1,157,000 (1·31 per cent.) while the average lead fell from 218 to 208 miles (4·59 per cent.) and the net ton miles by 601,854,000 (3·13 per cent.): on the other hand, the engine hours increased by 331,000 (3·80 per cent.).

These results are attributable chiefly to a fall in the heavy merchandise traffic in parts of northern and southern India, due to widespread famine conditions, and to the large scale movement of lighter merchandise such as fodder.

Noticeable features on individual railways were:—

Bengal and North-Western Railway.—The Express through goods trains between Gorakhpur and Barauni Junction, which were extended to and from Katihar with double crews, took a load of 75 in terms of four-wheelers. These trains are hauled by the " YB " engines.

Bengal Nagpur Railway.—There was a falling off of 23·6 per cent. in heavy loads such as manganese ore and limestone, partly made up by an increase of 14·25 per cent. in lighter loads such as oilseeds and grains, but this decreased the net train load by 12 tons and increased train miles by 1 per cent. In spite of these conditions, the average starting load of wagons was well maintained as will appear from the figures given below:—

	1929-30	1937-38	1938-39
	Tons.	Tons.	Tons.
Starting wagon load—			
(i) Coal and Coke . . .	19·7	20·5	**20·7**
(ii) Heavy merchandise . .	17·6	18·2	**18·1**
(iii) Light merchandise . .	12·2	12·3	**12·2**

Bombay, Baroda and Central India Railway.—The average net load of trains on the metre gauge decreased from 217 tons in 1937-38 to 190 tons due to a large increase in light merchandise traffic to famine areas.

Eastern Bengal Railway.—The net load per goods train increased as shown below:—

	1937-38	1938-39
	Tons.	Tons.
Broad Gauge	268	**283**
Metre Gauge	160	**170**

The better results made it possible to carry 3·62 per cent. more tons and to achieve 6·24 per cent. more net ton miles with only 0·24 per cent. extra goods train miles.

East Indian Railway.—The policy of extending the running of goods trains with loads of 70 vehicles north and west of the coalfields (72 on the

old Oudh and Rohilkund section) was pursued. Coal trains are limited to 67 wagons by the rating capacity of locomotives.

Rohilkund and Kumaon Railway.—The average net or freight load per goods train increased from 147 tons in 1937-38 to 150 in 1938-39.

South Indian Railway.—There was a slight decrease in the net train load of goods trains on the broad gauge due to more frequent use of low capacity engines to clear available loads quickly and to the running of additional trains for fodder to Tiruppur and Coimbatore, where famine conditions prevailed. A similar decrease on the metre gauge was mainly due to a fall in traffic arising from the failure of the north-east monsoon.

52. Marshalling yards and their working.—Few major alterations were made during the year but various minor additions and alterations were carried out in many yards. The following are some of the improvements :—

Bengal and North-Western Railway.—The Muzaffarpur station yard was thoroughly remodelled. Other stations such as Sonepore and Benares City were also being remodelled.

Bengal Nagpur Railway.—At Khargpur, five flood light towers, 90 feet high, were installed which illuminate the whole of the traffic and locomotive yards and greatly assist shunting operations. At Tatanagar, additional lines were provided and certain remodelling carried out which, together with isolation, facilitated dealing with traffic to and from the steel works.

Eastern Bengal Railway.—A new " hump " was provided in the Calcutta goods yard. The " hump " at Chitpur (the main terminal goods yard of this railway in Calcutta) and the Control Tower were completed; the equipment includes ten electrically operated points.

Madras and Southern Mahratta Railway.—Last year, mention was made of the experiments being carried out at Tondiarpet marshalling yard. These proved satisfactory. An additional facility was the provision of runways by which the braking skids are thrown off the track on reaching the runways, thus reducing the possibility of damage to wagons. A loud-speaking equipment was also installed in the down " hump " which enables the cabinman to broadcast instructions to the staff in the yard.

North Western Railway.—The " Cardexing " of wagons was introduced at large stations which is an aid to efficient marshalling.

South Indian Railway.—Madura Junction was remodelled and equipped with power signalling and a modern goods yard which is isolated from the passenger yard.

53. Quicker transit of " smalls ".—This is the term used for consignments tendered in less than full wagon loads; naturally it is more difficult to ensure rapid transit of such consignments as they have to be loaded with other articles, possibly for a different destination or destinations, in which case they may have to be transhipped into another wagon *en route*. All railways have been paying particular attention to this subject both from the point of view of providing as rapid a service as possible and also with the object of reducing to the minimum the number of transhipments, as these tend to delay wagons and militate against their best utilisation. The following are brief particulars of special steps taken by some of the railways with this object in view :—

Bengal Nagpur Railway.—The time taken in transit between selected pairs of stations was watched and measures calculated to avoid delays were taken.

In addition to the ordinary " Transhipping " trains, a daily express goods service ran from Shalimar to Bombay, carrying " smalls " as well as wagon loads. Consignments reached Bombay in seven days. A similar service left Shalimar daily for Madras, taking five days. In the reverse direction, the service from Bombay was only bi-weekly but from Madras it was daily. Similar services from Calcutta and Shalimar to Ranchi took two days.

Bombay, Baroda and Central India Railway.—The work of perfecting the new system of dealing with " smalls " traffic continued with success; generally speaking, the traffic is moving twice as fast as it used to.

On the broad gauge, " road " vans regularly covered the distance from Bombay to Gangapur, a distance of 680 miles, in four days; other examples of increased speed were Baroda to Viramgam—103 miles, in two instead of five days, Ratlam to Baroda—161 miles, in two, instead of five or six days, Bombay to Kotah—573 miles, in three instead of eight days.

On the metre gauge, some results were—Ahmedabad to Ajmer—305 miles, three instead of five days, Beawar to Siddhpur—208 miles, two instead of five days, Cawnpore to Rewari—383 miles, five instead of ten days.

The elimination of transhipment from wagon to wagon of the same gauge progressed considerably. On the broad gauge system the number was reduced from an average of 7,340 a month to 2,590 in March and on the metre gauge system from an average of 6,600 a month to 3,600. Further reduction will be made when the through running of road vans in conjunction with contiguous foreign railways is introduced. The transhipment sheds at Bulsar, Baroda and Godhra on the broad gauge system and at Neemuch on the metre gauge system, were entirely closed, and the closing of other sheds will be effected in due course.

The elimination of so much transhipment resulted in a large economy in wagon usage, estimated at 300 wagons daily on the broad gauge system and 200 daily on the metre gauge system. It also quickened transit time and minimised the risks of damage attendant on handling from wagon to wagon.

Eastern Bengal Railway.—With effect from the 16th September, a method of registered transit, designated the " Green Arrow Registered Transit System " was introduced. The essence of the system is that for a registration fee of Re. 1 per consignment, goods or parcels, and irrespective of size and weight, the consignor and the consignee are given the following privileges:—

(i) the consignment is continuously watched by a special organization called the " Green Arrow Cabinet " to ensure its being transported as quickly as possible;

(ii) the consignor or consignee can at any time ascertain the whereabouts of the consignment from the " Green Arrow Cabinet ";

(iii) notices of arrival and intimations of delivery are promptly sent to the consignee and the consignor respectively.

The system applies to (i) local booking over the Eastern Bengal Railway system, including stations on the northern section of the Calcutta Port Commissioners' Railways, which are worked by the Eastern Bengal Railway, and (ii) through booking from stations on the Eastern Bengal Railway system (including the stations on the northern section of the Calcutta Port Commissioners' Railway) where the special watch by the Green Arrow Cabinet extends only as far as the junction.

The average number of Green Arrow paid bookings up to the end of the year was 77 per day.

East Indian Railway.—A revised " Smalls " Quick Transit Service was introduced from the 1st of May. The trains are run to schedule timings with an average speed of 240 miles a day, with the result that the transit time has been reduced by more than 50 per cent. This is instanced by the fact that consignments are scheduled to take four days between Howrah and Delhi and five days between Howrah and Khanalampura; the time between intermediate stations being correspondingly less. The system has resulted in a reduction in the total number of wagons utilised for re-packing and in a saving in the cost of handling at transhipment sheds. A special section was inaugurated in the headquarters office to check and control the working of the system. For this purpose, the movement of certain types

of traffic between 90 pairs of selected stations was watched and it is proposed to increase this to at least 250 pairs of stations. A special check was also maintained on the point-to-point movement of particular commodities carried in bulk demanding expeditious transit. 400 stations were required to submit returns in respect of any consignments which took more than the scheduled time laid down so that the causes might be traced and removed. This is but a brief outline of the scheme which it is estimated not only considerably speeded up movement but reduced the number of wagons dealt with in transhipment sheds by as much as 270 a day in the busy season.

Great Indian Peninsula Railway.—On the Wardha-Balharshah section, the timings of transhipment trains were revised with the following advantages:—

(i) the service required one engine less;

(ii) detention in the supply and clearance at various stations was reduced;

(iii) delivery of " smalls " was effected one day earlier;

(iv) detention to road vans at Wardha was reduced by an hour;

(v) by this revision in timings crossings at two stations were eliminated and it was possible to drop the proposals for lengthening the loop lines at these stations.

The transhipment arrangements on the south-east section were overhauled and short distance traffic between certain important points on the section was delivered at destination within 24 hours.

Raichur, as the point of interchange for " smalls " between the Great Indian Peninsula Railway and the Madras and Southern Mahratta Railway, was eliminated.

The savings estimated on the south-east section as a result of this reorganisation were:—

(i) Rs. 18,615 per year from the acceleration and, Rs. 4,476 per year in train staff;

(ii) Rs. 28,000 per year from the abolition of Raichur as a point of interchange.

Madras and Southern Mahratta Railway.—The system inaugurated in 1937, which was referred to in some detail in the report for 1937-38, was continued and four more transhipment sheds were closed and through road vans substituted for the former system. It is estimated that there was a reduction of approximately 38,400 broad gauge wagons and 17,800 metre gauge wagons re-packed as compared with the previous year. The saving in hire and haulage charges consequent upon this large reduction was of course off-set by a considerable increase in the road van miles on both gauges, but the public benefited in the case of each transhipment load less re-packed by a saving of approximately 24 hours in transit.

North Western Railway.—The policy of entirely or partially closing transhipment sheds and carrying out the work of re-packing on the transit trains was continued. This resulted in the partial or entire closing of 21 transhipment sheds. Coupled with an acceleration of deliveries and the running of through trains on all major sections, this combined to reduce the delivery time of " smalls " in several cases by 50 per cent., in addition to reducing the marshalling *en route*. A system of guaranteed delivery of consignments within a specified time between selected pairs of stations was also introduced.

54. Vehicle usage.—As an indication of the extent to which the available wagon stock is utilised and for the purpose of comparing one year with another, it is usual to quote two statistical figures:—

(i) the average number of miles run per wagon per day; both loaded and empty wagons being taken into account; and

(ii) the average number of net ton miles carried by a wagon per day.

In considering these figures it must be remembered that they indicate the work done by the total number of wagons, including those standing empty and stabled during the period they are in excess of traffic requirements and not only by the wagons actually in use. In this country, the fluctuations in traffic are so marked that for many months in the year stock is lying idle. In the year under review, the number spare was over 10,000 for nearly two months and at one period even touched the figure of 18,000.

	Class I Railways.			
	Broad Gauge.		Metre Gauge.	
	1937-38.	1938-39.	1937-38.	1938-39.
Wagon miles per wagon day	41·1	40·2	28·9	30·9
Net ton miles per wagon day	367	351	149	147

All Railways have been making an intensive study of the wagon usage in an endeavour to obtain the maximum possible use out of the stock available but at the same time to provide better service to the public.

54.1. Stock out of commission.—Goods wagons.—The average number of unserviceable broad gauge wagons in mechanical and transportation workshops and sick lines daily was 5·74 per cent. of the total goods stock on line as compared with 5·81 per cent. in 1937-38. When it is remembered that in 1936-37 the figure was 9·53 per cent., the value of this further improvement is more apparent. On the metre gauge, the figure was 2·94 as against 2·81 in 1937-38; though this figure is not quite so good, it is still very much better than the figure of 3·34 per cent. for 1936-37.

The figures quoted above, being averages, do not indicate the position during the busy season. In order that as many wagons as possible should be available for loading during the period of peak traffic, railways took steps to carry out all possible periodical overhauls during the slack season; for this purpose where the dates on which wagons were due for overhaul coincided with the busy season they were extended, provided that they were certified as fit to run.

Passenger vehicles.—The average number of passenger vehicles under or awaiting repairs decreased on the broad gauge from 11·17 per cent. in 1937-38 to 10·35. On the metre gauge there was little change, the figures being 6·94 per cent. in 1937-38 and 6·95 per cent. in 1938-39.

54.2. General.—The following figures show some of the principal improvements in transportation working on individual railways:—

Assam Bengal Railway—

	1937-38	1938-39
(i) Wagon miles per wagon day . .	28·0	**31·3**
(ii) Net ton miles per wagon day . .	127	**142**
(iii) Net ton miles per (goods) locomotive day on line	6,010	**6,626**
(iv) Net ton miles per (goods) locomotive day in use	8,573	**9,150**
(v) Engine miles per day per engine in use	104	**111**
(vi) Engine miles per day per engine on line	79	**87**
(vii) Shunting miles per 100 train miles—		
Passenger	6·68	**5·54**
Goods	28·4	**24·6**

Bengal Nagpur Railway.—Engine miles per day per engine in use and on line advanced from 124 and 83 in 1937-38 to 130 and 86 respectively in 1938-39.

Eastern Bengal Railway—

	1937-38	1938-39
(a) *Broad gauge—*		
(i) Net ton miles per wagon day . .	161	**166**
(ii) Net ton miles per (goods) locomotive day—		
On line	9,597	**9,803**
In use	14,095	**14,776**
(b) *Metre gauge—*		
Net ton miles per (goods) locomotive day—		
On line	6,998	**7,232**
In use	10,852	**11,209**

Great Indian Peninsula Railway—

Broad gauge—		
(i) Wagon miles per wagon day . .	51·9	**56·2**
(ii) Net ton miles per wagon day . .	446	**468**
(iii) Engine miles per day per engine on line	83	**88**

Madras and Southern Mahratta Railway—

Metre gauge—		
(i) Wagon miles per wagon day . .	33·0	**35·5**
(ii) Net ton miles per wagon day . .	159	**173**
(iii) Net ton miles per (goods) locomotive day—		
On line	5,676	**6,137**
In use	8,372	**8,812**

North Western Railway.—Engine miles per day per engine in use rose from 111 in the previous year to 118 in 1938-39.

South Indian Railway—

	1937-38	1938-39
Broad gauge—		
(i) Net ton miles per wagon day . .	291	**302**
(ii) Net ton miles per (goods) locomotive day—		
On line	10,574	**10,847**
In use	18,621	**18,961**
(iii) Shunting miles per 100 train miles—		
Goods	37·0	**34·1**

55. Wagon Position.—(Broad Gauge.)—The number of public service wagons (in terms of four-wheelers) in use at the end of the year was 149,561 *i.e.*, 550 less than at the end of 1937-38.

On the broad gauge the total number of wagons loaded was 4,782,128 being an increase of 49,220 or 1·04 per cent. over the previous year.

All available wagons continued to remain in demand till the end of June 1938. From the first week in December 1938 demands for wagons again commenced to exceed the available supply and this continued for the

following three months. It was necessary, therefore, to resort to measures similar to those adopted in the previous year, *viz.* :—

The suspension of rules regarding periodical overhaul of wagons on all railways (except the Madras and Southern Mahratta and His Exalted Highness the Nizam's State Railways) from about the middle of December 1938 to the end of March 1939.

The highest loading was registered in the period ending 31st December 1938 when an average of 14,815 wagons were loaded daily, this figure is considerably below the highest on record attained hitherto, *viz.*, 15,222 in period ending 28th February 1938.

The number of wagons temporarily out of service on all broad gauge railways from December 1938 to March 1939 varied from 6,796 to 7,479 daily, the lowest figure being 4·5 per cent. of the total wagon stock available for public traffic.

56. Neutral Examination of interchanged stock.—The staff working under the Director of Wagon Interchange continued to examine wagons interchanged between railways at the following Junctions :—

Agra Cantonment.
Ajni-Nagpur.
Chheoki.
Ghaziabad.
Khanalampura.
New Delhi.
Waltair.

B.—*Commercial.*

57. Alterations in rates and fares.

57.1. Passenger fares.—The bases of passenger fares generally remained unchanged except over the South Indian Railway, where the following alterations were made :—

(i) with effect from 1st July 1938, the basis of First class fare was enhanced from 21 pies to 24 pies per mile.

(ii) with effect from 1st October 1938, Third class fares were slightly increased by adding a small sum on a zone basis as shown below :—

	As.	P.
1 to 9 miles	*Nil.*	
10 to 30 ,, ...	0	3
31 to 50 ,, ...	0	6
51 to 150 ,, ...	1	0
151 to 300 ,, ...	1	6
Over 300 miles	2	0

Railways, however, continued to make alterations in their passenger fares, mainly over selected sections, partly under the stress of road competition and partly with a view to develop new traffic. The following are some of the more important changes that were made during the year :—

(i) *Assam Bengal Railway.*—With effect from 15th September 1938, cheap Third class Round Tour tickets available for three months from the date of issue were introduced in conjunction with the Eastern Bengal, East Indian, Bombay, Baroda and Central India, Great Indian Peninsula and North Western Railways for journeys from certain selected stations on the Assam Bengal Railway to various places of religious and historical importance, on the abovementioned railways.

(ii) *Bombay, Baroda and Central India Railway.*—(*a*) Initial experiments with third class zone tickets were made during the period 21st July

1938 to 10th August 1938 for six zones into which the railway was divided. The results were so encouraging, that these tickets were again issued for other periods in 1938 and 1939 on a 25 per cent. increase in fares.

(*b*) First and second class return tickets were introduced at 1½ single journey fares, from Ajmer and Jaipur *to* Mount Abu and between Bombay *and* Karachi *and* Delhi.

(iii) *Bengal Nagpur Railway.*—First, second and third class through return tickets at concession fares from stations in Ceylon to Benares, Gaya and Balrampur were introduced in conjunction with the Ceylon Government Railways, the South Indian, Madras and Southern Mahratta, East Indian and Bengal and North Western Railways, to attract Buddhist pilgrim traffic.

(iv) *East Indian Railway.*—(*a*) With effect from 1st April 1938, six-monthly third class rail-cum-road return tickets from 13 selected stations to Srinagar (Kashmir) were issued at 1½ single journey fares.

(*b*) With effect from 1st July 1938, sixty-day return journey tickets were introduced at 1½ single journey fares for all classes from 20 selected stations to Simla, Summer Hill, Solan and Dalhousie.

(*c*) Third class return tickets were issued at 1⅛ single journey fares, for any distance over 100 miles during the Durga Pooja, Xmas and New year and Easter Holidays.

(*d*) With effect from 1st June 1938, the basis of charge for week-end return tickets over the Hardwar-Dehra Dun section was revised as under:—

Previous.	Revised.	
2 single journey fares	16 to 30 miles . . .	1½ single journey fares.
	31 miles and over . . .	1⅛ single journey fares.

(v) *Great Indian Peninsula Railway.*—(*a*) With effect from 1st May 1938, the basis of lower class fares over the Pulgaon-Arvi section was reduced from 3 pies to 2 pies per mile.

(*b*) First and second class rail-cum-road return journey tickets at concession fares, were issued from Bombay to Srinagar, during the period 15th April 1938 to 30th November 1938 in conjunction with the road motor service run by Messrs. N. D. Radha Kishan & Sons. These tickets were available for six months from the date of issue or upto the midnight of 30th November 1938, whichever was earlier.

(*c*) To encourage travel during mid-week holidays, concession tickets were introduced in local booking.

(*d*) To attract third class passengers to intermediate class and to popularise intermediate class travel, a reduced single journey fare of Rs. 20 for intermediate class was introduced with effect from 1st March 1939 between Bombay, Byculla and Dadar on the one hand and Cawnpore Central and *viâ* on the other.

(*e*) To attract a large number of visitors and delegates to the Indian National Congress held at Tripuri (near Madan Mahal) in March 1939, return tickets for all classes at one and a half single journey fares were issued. This concession was also allowed by the Bombay, Baroda and Central India, East Indian, His Exalted Highness the Nizam's State and Madras and Southern Mahratta Railways. Over the Madras and Southern Mahratta Railway the basis of charge for third class passengers was 1¾ single journey fares.

(vi) *Madras and Southern Mahratta Railway.*—"Travel-as-you-like" and "Zone" tickets were issued during Easter, Summer, Dussehra, Deepavali and Christmas holidays and in addition combined tickets were issued in conjunction with the South Indian and Great Indian Peninsula Railways.

Commencing with the Summer 1938 issue the prices of the third class tickets were enhanced as follows:—

Travel-as-you-like . . .	from Rs. 12-8 to Rs. 15.
Zone tickets	from Rs. 10 to Rs. 12-8.

(vii) *North Western Railway.*—(*a*) To compete with road motor services cheap fares were introduced on 13 additional sections where investigations showed that traffic could be developed by the introduction of such fares.

There are now 134 sections in all where such fares are in force.

(*b*) Third class return tickets at a fare and a half were issued from 100 selected stations to Nankana Sahib on the occasion of the annual fair held to celebrate Guru Nanak's birthday.

(*c*) Six-monthly return tickets from certain principal stations to Simla, Summer Hill, Solan, Dharampore Punjab and Kandaghat stations were issued at the following fares:—

First, second and third class . . . Intermediate class.	$1\frac{1}{2}$ fares.
Up to 624 miles	$1\frac{1}{2}$ fares.
Plus for distances 625 miles and over .	six pies per mile on single journey distance.

(viii) *South Indian Railway.*—(*a*) First, second and third class " Go-as-you-please " tickets for unlimited travel, available for 15 days, were issued during the Easter, Christmas and New Year holidays (Nilgiri Railway, Out agencies, Ferry Steamers between Dhanushkodi and Talaimannar Pier excepted).

(*b*) During the Dussehra Holidays third class return tickets at $1\frac{1}{2}$ single fares were issued from certain stations on the South Indian Railway to Mysore.

(*c*) First and second class week-end return tickets at $1\frac{1}{2}$ single journey fares were introduced between 26 selected stations and Madras Egmore.

(*d*) Cochin-Colombo Round Tour tickets for first class passengers available for two months were issued at Rs. 80 per ticket for travel by rail and sea.

(*e*) With effect from 1st July 1938, half-yearly and yearly season tickets were withdrawn.

57.2. Parcels traffic.—Reduced rates quoted by railways for developing parcels traffic, facilitated the movement of fruits and garden produce, particularly over long distances. The following are some of the more important changes made in parcels rates:—

(i) *Bengal Nagpur Railway.*—(*a*) Quarter parcels rates have been introduced for cauliflowers and tomatoes from certain stations in the Satpura District to Howrah.

(*b*) During the summer of 1938, from 20th May to 30th June, the rates for fish from the stations on the East coast to Howrah were reduced by 20 per cent. As a result, the traffic and earnings increased considerably.

(ii) *East Indian Railway.*—(*a*) Reduced " owner's risk " rates for betel leaves were quoted *between* stations on the East Indian Railway *and* stations on the Rohilkund and Kumaon and North Western Railways. Over the East Indian Railway portion, these rates are equivalent to $\frac{1}{3}$rd parcels rates.

(*b*) Special rates, below half parcels rates, were quoted for fresh fruits and vegetables at owner's risk between stations on the East Indian Railway and stations on the North Western Railway.

(iii) *Madras and Southern Mahratta Railway.*—A number of special vehicle rates were quoted for seasonal fruit traffic, especially for mangoes, with a view to developing long distance movements.

(iv) *North Western Railway.*—(*a*) Reduced rates ranging down to $\frac{1}{8}$th parcels rates for fresh fruits, vegetables and other parcels traffic have been introduced over 209 sections and withdrawn from 42 sections.

(*b*) With effect from 1st June 1938, $\frac{1}{3}$rd parcels rate has been quoted for pomegranate from Multan to Howrah, with satisfactory results.

57.3. Goods traffic.—As usual railways made a number of alterations in the freight rates for goods traffic with a view to securing maximum traffic movement and revenue. As can be expected, the great majority of the changes made was in the direction of reductions in rates for development of internal trade of the country and for facilitating the movement of agricultural produce. The following are some of the more important changes made during the year.

Cotton seeds.—(i) A reduction of 20 per cent. was made in the rates to Bombay and of 17 per cent. in those to New Delhi from the principal cotton seed booking stations on the Great Indian Peninsula Railway.

(ii) Special reduced rates were quoted by His Exalted Highness the Nizam's State Railway from stations on the Nizamabad-Badnapur section to Bombay *viâ* Manmad, in conjunction with the Great Indian Peninsula Railway.

Ground nuts.—(i) Special low rates from the Kolhapur area to Bombay were introduced to divert traffic from road-cum-sea route to rail route.

(ii) Special reduced rates have been quoted over the North Western Railway for ground nuts without shells moving from Doraha, Khanna, Ludhiana and Nawashahar Doaba to the oil mills at Begamabad.

Jagree.—(i) As an inducement to better loading of wagons a reduction of 10 per cent. in freight charges for minimum loads of 270 maunds was effected from centres in the Dinapore, Lucknow and Moradabad Divisions of the East Indian Railway to Great Indian Peninsula Railway stations.

(ii) With effect from the 1st January 1939 the first class rate (·38 pie per maund per mile) has been introduced for jagree in place of the normal second class rate (·42 pie per maund per mile), over the East Indian Railway, except over the Hardwar-Dehra Dun section and when booked *viâ* Cawnpore Central Goods Shed (Bombay, Baroda and Central India Railway).

(iii) C/N Schedule rate was introduced for jagree in wagon loads from stations on the Howrah, Asansol and Dinapore Divisions of the East Indian Railway to Cawnpore Central Goods Sheds and Unao Mills.

Jute.—Reduced rates were introduced over the Eastern Bengal Railway for consignments to Calcutta and to mills and presses in and around Calcutta from Sorbhog, Barpeta Road and other " Riverain " stations in competition with inland river steamers.

Maize.—The construction of a factory at Ahmedabad for the manufacture of starch used for sizing by the Textile industry has commenced after a satisfactory settlement regarding the rating of the raw material between the new Company and the Bombay, Baroda and Central India Railway. About 6,000 tons of maize will be consumed annually by the new factory.

Mangoes.—Special reduced rates in wagon loads were quoted from Chittoor and Katpadi stations on the Madras and Southern Mahratta Railway to Nagpur, Bombay (V. T.), Ahmedabad and Delhi. Without these rates this long distance traffic would not have moved.

Paddy and rice.—(i) Reduced rates were quoted between certain stations on the Assam Bengal Railway to create new traffic.

(ii) Special rates ranging from As. 6-6 to As. 8-6 per maund were quoted by the Madras and Southern Mahratta Railway from Cocanada and other important centres in the Godavari-Kistna delta area to Mormugao and other stations on the Western India Portuguese Railway.

(iii) Special low rates for rice from Bombay to the Kolhapur area were introduced in competition with the sea-cum-rail route.

Sugar.—Rates from the stations on the Bengal and North Western Railway in North Bihar to Howrah were reduced, with a view to prevent diversion of traffic to the river route.

Sugar Candy.—In order to develop long lead traffic, special reduced rates were quoted, with satisfactory results, from the sugar factory stations, Setabganj, Beldanga and Gopalpur on the Eastern Bengal Railway to several Assam Bengal Railway stations.

Wheat.—The 25 per cent. freight rebate on wheat booked from North Western Railway stations to Karachi and exported to countries west of Aden and east of Singapore was continued during the year.

Ammonium chloride, compressed.—A special rate has been quoted for this commodity in wagon loads from Chheharta to Karachi on the North Western Railway.

Bauxite.—Reduced rates were quoted over the East Indian Railway for the use of cement factories at Dehri-on-Sone, Japla and Khasa.

Boots and shoes.—Reduced rates were quoted over the East Indian Railway from Batanagar on the Eastern Bengal Railway to Delhi and *viâ* Saharanpur for traffic to the North Western Railway.

China Clay.—Rates were reduced over the East Indian Railway for China Clay used for paper manufacture from Colgong to Dehri-on-Sone.

Coal.—In accordance with the recommendations of the Railway Rates Advisory Committee in connection with the representation received from certain coal interests in the Central Provinces, the bases of charges for coal, coke and patent fuel for the public and for the use of railways, when booked from stations situated in the Pench and Chanda Valley areas, including *viâ* Parasia (for traffic *viâ* the Bengal Nagpur Railway) to stations on the Great Indian Peninsula Railway and *viâ* and to the Bombay, Baroda and Central India Railway and *viâ*, were revised with effect from 1st December 1938, as under :—

Old basis of charge.

	Pie per maund per mile.
1. For traffic carried for distances 250 miles and under :—	
(*a*) For all distances up to 200 miles inclusive .	0·165
(*b*) *Plus* for any distance in excess of 200 miles and up to 250 miles inclusive .	0·130
2. For traffic carried for distances over 250 miles and up to 400 miles inclusive :—	
(*a*) For all distances up to 300 miles inclusive .	0·110
(*b*) *Plus* for any distance in excess of 300 miles and up to 400 miles inclusive .	0·050
3. For traffic carried for distances over 400 miles :—	
(*a*) For all distances up to 200 miles inclusive .	0·150
(*b*) *Plus* for any distance in excess of 200 miles and up to 400 miles inclusive .	0·060
(*c*) *Plus* for any distance in excess of 400 miles . . .	0·050

Revised basis of charge.

	Pie per maund per mile
1. For traffic carried for distances 400 miles and under :—	
(*a*) For all distances up to 175 miles . .	0·165
(*b*) *Plus* for any distance in excess of 175 miles and up to 400 miles inclusive .	0·060
2. For traffic carried for distances over 400 miles :—	
(*a*) For all distances up to 200 miles . .	0·150
(*b*) *Plus* for any distance in excess of 200 miles and up to 400 miles inclusive .	0·060
(*c*) *Plus* for any distance in excess of 400 miles . . .	0·050

(ii) Rates from Belampalli to Bezwada and *viâ*, and from Balharshah to *viâ* Bezwada were reduced over His Exalted Highness the Nizam's State Railway by one rupee per ton.

(iii) The rate from Belampalli to *viâ* Dronachellam was also reduced from Rs. 5-13 to Rs. 5-5 per ton.

Gunnies.—The rates from Howrah and adjacent mill centres to stations in the Cawnpore-Lucknow area were reduced by amounts varying from 11 pies to As. 4-7 per maund.

Gypsum.—Special rates were quoted from stations on the North Western Railway and other sources for the cement factory at Dehri-on-Sone.

Industrial alcohol, denatured.—Special rates have been quoted for " wagon loads " from Meerut Cantonment to Hyderabad and Karachi and from Karnal to Karachi to develop the traffic.

Iron ore.—With effect from 1st November 1938 reduced rates of Rs. 5-9-6 and Rs. 5-6-2 per ton were introduced from Samehalli and Kanivihalli, to Mormugao Harbour. These rates were further reduced to Rs. 5-0-5 and Rs. 4-13-1 per ton from 22nd February 1939.

Manganese ore.—Rates for high grade ore from the Bengal Nagpur Railway stations in the Central Provinces to Calcutta, Vizagapatam Port and Bombay were enhanced by 8 per cent.

Matches, safety.—(i) A special through rate was quoted from Clutterbuckganj siding (Rohilkund and Kumaon Railway) to Hyderabad (Sind) (Jodhpur Railway) *viâ* Kasganj and Kuchaman Road.

(ii) Reduced rates have been quoted for safety matches from Alwaye, Trichur, Satur and Sivakasi on the South Indian Railway.

Piece-goods cotton woollen and artificial silk in bales press-packed, etc.—Special reduced rates have been quoted from Okara and Lyallpur to Karachi.

Soap.—Rates from Ernakulam were reduced for distances 151 to 450 miles in local booking over the South Indian Railway.

Timber.—To remove disparity in the rates over the broad and metre gauge sections of the Eastern Bengal Railway, the general basis of rates for timber has been altered and rationalised. In cases where it has been found that the revised basis might act adversely on traffic between specific points, the position has been met by the quotation of special " zone " rates on a lower basis.

Wood-pulp and Sabai Grass.—Special rates were quoted for these commodities over the East Indian Railway for the paper mills at Jagadhri, Saharanpur and Dehri-on-Sone.

58. Simplification of tariffs and measures adopted to expedite the quotation of rates to the public.—This important matter continued to receive the closest attention of Railways during the year. As a result of this scrutiny, several of the individual Railways' exceptions to and variations from the General Classification of Goods published by the Indian Railway Conference Association were cancelled and withdrawn. With regard to the assimilation of the schedule rates quoted over different Railways, though, for obvious reasons, it was not possible to achieve any striking uniformity, the following details are indicative of the attention railways have paid to this matter.

The *Assam Bengal Railway* have adopted the same schedule rates for " Bones and Manures (chemical) ", as is in force on the Eastern Bengal Railway.

The *Bengal Nagpur, Eastern Bengal* and *East Indian Railways* have adopted the same schedule rates for the following commodities :—

Ballast.	Oilcakes
Bitumen.	Sand.
Bone Dust.	Slag
Bones.	Stone (N. O. C.).
Ghooting.	

The *Madras and Southern Mahratta* and *South Indian Railways* charge the same schedule rates for the following commodities :—

Bicarbonate of Soda and Soda Ash.
Flour.
Iron and steel scrap.
Jagree.
Manures of all kinds, including chemical manures.
Oilcakes.
Tanstuffs (N. O. C.).
Tiles.

The *Jodhpur Railway* have introduced the same schedule rate for saltpetre as is charged over the *Bombay, Baroda and Central India, Bikaner State, North Western* and certain other railways.

The *North Western Railway* have cancelled the L/T schedule rate for Tanstuffs (N. O. C.) over the broad gauge sections of the railway in through booking and have introduced the schedule C/R rate, which is also applicable over the East Indian Railway.

The *Rohilkund and Kumaon Railway* have :—

(i) introduced for ballast the same schedule rate as is in force over the *Bengal and North-Western Railway.*

(ii) equalised the basis of charge for household effects with that levied by the *Bengal and North-Western* and *East Indian Railways.*

A large number of special station-to-station rates were quoted, as usual, in cases where it was found that the application of schedule rates in through booking hindered the free movement of traffic.

For some time past the question of correct and expeditious quotation of freight rates to the public has been engaging the serious attention of railways. It is now several years since the *North Western Railway* introduced calculated station-to-station rate registers for booking of their outward traffic destined for stations situated on " foreign " railways. These registers have been supplied to all stations on the *North Western Railway* which are open for booking of traffic to foreign railways and the number of rates now covered by such registers amounts to well over 2 lakhs. As the calculation of correct freight rates for traffic passing over two or three railways is always a complicated procedure, these rate registers have been of great assistance to the booking staff in finding out correct rates for outward foreign traffic.

There is a special section in the Chief Commercial Manager's office, whose sole function is to keep these registers up-to-date and revise them promptly as soon as a change in rates is notified.

During the year under review the preparation of station-to-station rate registers for foreign outward booking was taken in hand by the *Bengal Nagpur* and *Assam Bengal Railways*, and the work is expected to be completed soon.

59. Facilities for dealing with traffic.—Railways continued their policy of opening new booking offices and out-agencies with a view to afford additional facilities, for dealing with traffic. The particulars of booking offices and out-agencies opened during the year by the principal railways are given in paragraph **116**.

The following are some of the other important facilities provided during the year :—

East Indian Railway.—Seven new assisted and private sidings were opened to serve mills and other business concerns.

The assisted siding serving Messrs. Martin and Company's Cement Works at Japla, hitherto open for goods traffic in wagon loads only, was opened for traffic in " smalls ".

Great Indian Peninsula Railway.—A goods shed has been provided at Sehore Cantonment and a 60-ton weighbridge at each of the stations, Bhusaval and Agra Cantonment.

An assisted siding has been provided for the sugar factory at Sehore Cantonment. Loop sidings have been added to the Jukehi Kymore main assisted siding at Jukehi for the use of Messrs. Dubash and Company and Messrs. Diwan Lime Company.

Mysore State Railway.—Sidings connected with the railway station at Bhadravati have been extended through the Mysore Iron and Steel Works to the Paper Plant and the Cement Factory.

North Western Railway.—Arrangements have been made for the collection and delivery of goods consignments from and at merchants' business premises at the following places :—

Batala.	Sialkot.
Montgomery.	Ludhiana.

A street delivery service for parcels traffic, operating from the Delhi Main station, has been introduced for the convenience of the residents of Delhi and New Delhi.

South Indian Railway.—A street delivery system for parcels has been introduced at Calicut.

60. Road motor competition.—The railways continued to make efforts to combat road competition. Brief particulars of the measures taken in this respect by some of the principal railways, are given below :—

Bengal and North-Western Railway.—A light passenger service has been introduced between Ballia and Benares Cantonment in competition with bus services on this section.

Bengal Nagpur Railway.—Two passenger halts were opened on the East Coast section. Eight additional Light trains and two extra Sentinel Coach services were introduced on different sections. The services became quite popular.

Bombay, Baroda and Central India Railway.—Intense canvassing, issue of return tickets at reduced fares, opening booking offices in *fair* grounds, and advertising by posters, leaflets and drum beating, continued during the year.

Goods rates for various commodities between certain stations were also reduced.

East Indian Railway.—Reduced fares have been introduced on 50 competitive sections covering an approximate route mileage of about half that of the system as a whole. In the majority of cases the reduced fares have shown satisfactory results.

Lorries registered as " private " continued to carry " public " goods and there appeared to be no abatement of the practice of overloading.

Competition for goods traffic showed signs of increase during the year particularly in the United Provinces and Bengal and in respect of long distance through traffic to and from the Punjab. The introduction of reduced rates between various centres and improvement of transport facilities, where possible, was actively resorted to, with varying results.

Great Indian Peninsula Railway.—The following were among the measures adopted to combat road competition :—

(i) A number of reduced rates and fares were quoted between certain stations.

(ii) Several shuttle services were introduced on the sections affected.

(iii) Eight halt stations were opened for the booking of passengers and their luggage.

(iv) The timings of regular train services were altered to suit local requirements.

Jodhpur Railway.—Omnibus trains stopping at halts between stations were introduced between Mirpurkhas and New Chhor and Mirpurkhas and Jhudo. These trains consist of one or two coaches only, carrying third class passengers and are manned by conductors who issue tickets to the passengers *en route*. All these trains are very popular and compete with buses running from Mirpurkhas to Jhudo and from Mirpurkhas to Pithoro.

Madras and Southern Mahratta Railway.—With effect from 1st April 1938 the Madras Government introduced the " Madras Motor Vehicles Rules, 1938 ", which improved appreciably the position in regard to road competition.

Amongst the more important measures taken by the railway were :—

(i) Additional feeder bus services introduced between certain points.

(ii) Four new halts for passenger trains were opened.

(iii) On the Tenali-Repalle, Guntakal-Hospet and Pakala-Madanapalle sections additional train services involving running of 430 additional train miles daily, were put on experimentally for certain periods. They were, however, withdrawn subsequently as the traffic carried was insufficient to justify their retention.

Rail-borne passenger traffic and earnings between 2,006 pairs of stations were examined and the effect of competitive services on 102 routes re-surveyed, and cheap fares were either introduced or withdrawn where considered justifiable.

Mysore State Railway.—Under the " Mysore Road Traffic and Taxes Act ", the railway continued to run motor bus services on monopoly terms, on roads parallel to Shimoga-Sagar section. A bus service was also run between Sagar and Gersoppa Falls.

The system of way-side halts was extended on Shimoga-Sagar section. These halts were provided close to populous villages, between stations, for convenience of passengers. Short platforms were provided and the guards of the trains issued and collected tickets at these halts.

Passenger fares were also reduced on certain sections to combat road competition.

North Western Railway.—Road competition with the railway was more acute than ever, owing chiefly to the increase in the number of lorries licensed as " private " but which were used for carrying public goods.

The policy of issuing cheap fare tickets (single or return) on sections subject to road motor competition continued. Cheap fares have been introduced on thirteen additional sections where investigation showed that traffic could be developed by the introduction of such fares. On seven sections where the results were not satisfactory the cheap fares have been withdrawn. There are now 134 sections in all where such fares are in force.

Special rates based on 20 per cent. less than the ordinary 4th class rates have been introduced for cotton (raw), full-pressed, from certain stations on this railway to Delhi, Delhi-Kishanganj, Subzimandi, Ujhani (*vid* Ghaziabad and Bareilly), Agra Cantonment, Belanganj, Bilochpura, Morar Road, Hathras Killah, Cawnpore Central Goods Shed and Lucknow. A number of special rates from and to certain stations on this railway have also been quoted in competition with road transport, for flour, grain, pulses

and seeds common, tobacco, tea, earthenware, fruits dried, vegetable ghee or vegetable oil solidified, etc.

Rohilkund and Kumaon Railway.—Single and return journey tickets at reduced fares were issued between certain stations and concession was allowed in respect of engine charge for marriage specials. Accelerated Light passenger trains were run between Bareilly and Kathgodam and between Bareilly and Lakhimpur-Kheri.

Quarter parcels rate was charged for potatoes from Haldwani in local booking and in through booking with the Bengal and North-Western and Bombay, Baroda and Central India Railways.

South Indian Railway.—The introduction of the "Madras Motor Vehicles Rules, 1938", helped in checking uneconomic road competition to some extent.

The reduced fares quoted in competition with road services continued to curb the activities of the buses.

Towards the end of the year a system of Road Van service was introduced on the Madras District for quick transit of goods traffic in smalls. It is expected that when this system is extended to the entire system, lorry competition will be more effectively countered.

61. Through road and rail services.—The Railways continued their policy of providing through booking facilities by opening new out-agencies. The particulars of out-agencies opened by the principal railways during the year are given in paragraph 116.

In the last year's report mention was made of the inauguration of road motor services between Lyallpur and Jhang through the agency of the North Western Transport Company in which the North Western Railway administration is the predominant partner. These road services have proved a success, the results obtained are gratifying both in regard to gross receipts and net profits.

62. Contact with the business community.—The closest possible contact between Railways and the business community is naturally equally necessary in the interests of both. Railways for their part have various methods of achieving this. There are what are termed Local Advisory Committees, on which are representatives of the Central Legislature (a member of the Central Advisory Council for Railways), the Provincial Legislatures, important Chambers of Commerce and Trade Associations, etc. Some particulars of the work undertaken by these Committees have been given in paragraph 10. In addition to these Committees, railways have, in some places, meetings with the Chambers of Commerce. They also arrange that their Commercial Officers and Inspectors shall interview firms at frequent intervals. In many instances a railway representative is an *ex-officio* member of the Committees of important Chambers of Commerce.

In the following paragraphs, an indication is given of the special steps taken by some railways to establish and maintain close contact :—

Bengal Nagpur, East Indian and Eastern Bengal Railways.—These three railways held three meetings with representatives of five Chambers of Commerce in Calcutta and the Calcutta Trade Association. A wide variety of subjects was discussed, including :—

(*a*) freight rates for particular commodities;

(*b*) the provision of sidings to serve certain works;

(*c*) the East Indian Railway's Collection and Delivery services;

(*d*) improvement in train services;

(*e*) the reservation of lower class seats;

(*f*) improvements in facilities and amenities at stations and in trains;

(*g*) inspection of food on station premises.

On the *Bengal Nagpur Railway*, the Traffic and Passenger Canvassing staff were constantly in touch with the business community and the Commercial Officers frequently met the traders at different stations.

Similarly, on the *Eastern Bengal Railway*, the Research Officer kept in touch with business houses by frequent calls and discussions.

On the *East Indian Railway*, the Chief Commercial Manager held meetings with the Cawnpore Chamber of Commerce.

Bombay, Baroda and Central India Railway.—The newly organised Commercial Department devoted particular attention to maintaining closer contact with traders and there was evidence to show that this was appreciated.

Great Indian Peninsula Railway.—Meetings with traders, merchants and their agents were convened at regular intervals at important stations by the Divisional Traffic Managers. Additional Traffic Canvassers were also appointed to watch the development of trade and industry.

Madras and Southern Mahratta Railway.—Contact with the business community was maintained principally through the Assistant Commercial Managers on Districts and the canvassing staff under them stationed at Madras, Hubli and Bezwada. Six canvassers had their headquarters at Madras and four each at Hubli and Bezwada.

North Western Railway.—Meetings were held at regular intervals between local representatives of trade and the Commercial Officers at all important stations. The railway also had a representative on the Committees of the important Chambers of Commerce.

South Indian Railway.—The Chief Commercial Superintendent and the District Commercial Officers were *ex-officio* members of the various Chambers of Commerce which enabled close and friendly relations to be maintained with the trading public. The canvassing staff maintained touch with the business community.

63. Refunds on unused tickets.—Steps were taken by railways to speed up payment of claims for refunds on unused or partially used tickets. The procedures adopted by some of the railways are given below :—

Assam Bengal Railway.—The system under which refund pay orders were first sent to the Chief Auditor, for certification and the subsequent remittance to the applicant on receipt of the certified pay order in the Commercial Office has been revised. The Pay Orders are now sent to the Chief Auditor for certification and direct payment to the party concerned.

Great Indian Peninsula Railway.—A printed form embodying data in respect of accountal, collection and disposal of the surrendered tickets has been introduced. Refunds are now arranged without the Chief Accounts Officer's certificate. Under this arrangements 261 claims were settled and the average time taken was eight days against 23 days formerly.

Jodhpur Railway.—Refunds are made after verification of issue and collection of tickets from the records available in commercial office without making a reference to the Audit office, thus speeding up the settlement of the refunds claimed.

64. Claims for compensation and refunds.—The following statements for Class I Railways (except Jodhpur and Mysore) show for 1938-39 :—

A. *the number of claims in respect to goods or parcels damaged or lost, received and disposed of;*

B. *the number and value of claims paid in respect of goods or parcels lost or damaged under main causes;*

C. *the number of court cases in respect of goods or parcels lost, damaged or delayed and their disposal.*

STATEMENT A.

Item No.	Particulars.	A. B.	B. & N.-W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Number of cases involving compensation for goods or parcels lost, damaged, or delayed carried over as unsettled at the close of the preceding year .	82	310	619	544	567	1,086	314	226	160	674	86	143
2	Number of claims received (and re-opened) for compensation on account of goods or parcels lost, damaged, or delayed during the current year . .	1,450	2,539	3,813	7,887	5,090	9,832	8,264	4,641	803	9,702	595	2,231
3	Number of claims referred to in items 1 and 2 settled during the year . . .	1,391	2,571	3,660	7,704	4,798	9,294	8,273	4,545	844	9,689	597	2,169
4	Balance outstanding as unsettled at the close of the year . .	141	278	772	727	859	1,624	305	322	119	777	84	205
5	Net amount paid in compensation . Rs.	6,218	13,782	36,500	33,154	32,637	20,781	76,981	36,217	4,669	67,352	1,699	9,415
6	Percentage sum paid in compensation (item 5) bore to gross earnings.	0·05	0·05	0·04	0·04	0·09	0·01	0·08	0·05	0·02	0·04	0·04	0·02
7	Average time in days taken in settlement of claims shown under items 1 and 2 . .	35	69	59	19	40	60	15	31	54	25	55	26
8	Number of applications received for refunds on goods and parcels overcharged . .	3,648	4,506	4,399	10,842	7,744	15,568	4,780	4,959	2,115	12,183	338	7,928
9	Average time taken in settlement of claims shown under item 8. Days	30	66	51	38	57	50	47	25	70	25	43	20

STATEMENT B.

Item No.	Particulars.		A. B.	B. & N.-W*.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Claims paid on account of goods lost.	No.	185	658	1,082	1,506	660	2,462	1,333	162	160	219	122	446
		Value Rs.	3,168	7,143	18,400	8,309	12,875	44,132	11,289	2,768	1,374	2,411	989	2,975
2	Claims paid on account of goods stolen.	No.	168	120	2	223	31	1,086	843	130	29	1,034	18	23
		Value Rs.	2,905	3,041	264	3,185	2,114	10,507	8,563	2,353	675	10,758	794	475
3	Claims paid on account of goods damaged by wet.	No.	52	70	453	2,041	484	2,706	4,124	667	97	755	12	166
		Value Rs.	1,157	2,110	10,155	8,813	10,353	20,841	27,018	8,482	965	10,667	213	2,182
4	Claims paid on account of goods damaged by fire.	No.	..	..	..	5	..	10	10	6	*Nil*	10	..	1
		Value Rs.	..	..	..	202	..	633	22,352	70	*Nil*	2,252	..	337
5	Claims paid on account of goods damaged by breakage.	No.	15	11	34	54	5	40	164	82	30	75	3	41
		Value Rs.	261	230	1,227	985	61	1,274	2,492	839	446	1,727	12	340
6	Claims paid on account of parcels and luggage lost and stolen.	No.	21	100	161	147	316	309	199	72	14	99	30	71
		Value Rs.	603	1,024	2,308	861	4,148	6,655	1,373	837	157	1,792	188	547
7	Claims paid on account of other causes.	No.	39	263	285	1,271	732	415	811	1,436	514	1,948	32	154
		Value Rs.	499	4,450	10,526	11,589	4,070	14,023	18,305	21,188	1,052	18,682	533	2,558

* Miscellaneous recoveries amounting to Rs. 4,816 have not been deducted from the value figures.

STATEMENT C.

Item No.	Particulars.	A. B.	B. & N.-W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Number of suits filed in court (or pending from the previous year) for the recovery of compensation in respect to goods or parcels lost, damaged or delayed .	7	57	34	84	20	126	105	68	6	55	5	29
2	Number of such suits settled out of court .	2	10	5	7	4	15	12	11	1	2	..	1
3	Number of suits dismissed . . .	3	23	3	23	5	29	33	16	2	30	2	7
4	Number of suits decreed	2	5	1	24	1	8	9	*Nil*	*Nil*	..	1	1
5	Number of suits pending	*Nil*	19	25	30	10	74	51	31	3	23	2	20

65. System of ticket checking and prevention of ticketless travel.—The methods adopted by the various railways to combat this evil have been given in considerable detail in previous reports. In the main, there was little change; the principles being a combination of 'Ticket Collectors' and 'Checkers' at stations and 'Travelling Ticket Examiners' to make surprise checks on trains. The fact that, in spite of all precautions, the problem of ticketless travel remains a serious one will be evident from the figures given in the statement at the end of this paragraph. It will be seen that no fewer than 2,461,612 persons were detected either without any tickets or with incorrect tickets as compared with 2,387,465 in the year 1937-38. These figures do not, except in the case of Eastern Bengal, Jodhpur and His Exalted Highness the Nizam's State Railways, include the very large number of mendicants turned out of trains and station premises. For instance, on the Bombay, Baroda and Central India Railway alone, no less than 546,031 were removed in 1938-39.

Apart from individual cases of attempts at free travel, the railways were at times faced with organised action by bands so large—and aggressive—as to be quite beyond their powers to deal with, even with the assistance of the Railway Police. An instance of this was the '*kisan*' agitation in the United Provinces. On the 16th January, over a thousand *kisans* boarded trains without tickets on the South Bihar and Patna-Gaya branches and travelled to Gaya. At this station, they adopted a most truculent attitude and the Government Railway Police and railway staff were unable to prevent them from forcing their way out of the station, without payment.

The same evening a large and uncontrollable crowd stormed Gaya station and occupied a train due to leave at 17·16 hours. It was only after additional police and the District Magistrate had been summoned and two local leaders had added their persuasion that the mob vacated the train and the station, but by then the train had been detained 2¼ hours. In the meantime, reports had been received that large bodies of *kisans* were waiting to board the train at other stations and it was decided in consultation with the Magistrate not to run the train. Those who had taken tickets had their money refunded.

While the police and railway staff were busy dealing with those who had got into the first train, some 400 other *kisans* without tickets boarded and left in another bound for Gaya.

The total number who travelled without tickets on the 16th and 17th of January may safely be approximated at 3,000.

Similar trouble was experienced on other days and special measures to protect and assist the railway staff had to be taken by the civil authorities.

The following are other instances of similar lawlessness:—

In February, a gang of 40 beggars and fakirs entrained without tickets from the off side of 240 Down at Jatoi on the North Western Railway. The railway staff attempted to detrain them without success. At Moro Sind a

Head Constable and three Constables had no more success, the gang adopting a threatening attitude. It was only at Daulatpur Safar where the train was met by a large force of police that these beggars detrained and went off with 15 to 20 others who had been waiting on the off side of the train.

On the 17th March, 40 to 50 men boarded 138 Down at Mari Indus near the trailing points and as the train was slowing down on arrival at Kundian, they jumped off and ran away.

The revenue lost to railways by the action of such persons means that so much less is available for providing additional amenities for those who pay and that less contribution can be made by the Centre to Provincial revenues.

In the following paragraphs mention is made of some of the more important measures adopted by some railways and of changes in organisation during the year :—

Assam Bengal Railway.—With the elimination of second class accommodation the system of booking travelling ticket examiners had to be rearranged as it was not possible for them to rest in running trains. A rotary method of booking was adopted so that they might obtain their rest at running rooms and work to and from headquarters without wasting time on travelling or overlapping. This method proved successful and had the advantage of continual changes in the ticket checking personnel on each section of the line.

As the experiment of posting a batch of travelling ticket examiners at selected stations to ascertain the effects of better ticket checking facilities at stations resulted in a reduction in the number of trains checked, it was discontinued.

A few selected sections, however, were put under intensive check by providing one or more travelling ticket examiners for each train on the section. Results obtained were encouraging.

Special checks were carried out at stations, in which a few travelling ticket examiners were posted at each station for a period of 15 days to determine the effect on earnings and also to ensure that no passengers entrained or detrained without proper tickets and that none entered the platform without proper authority. As a result the excess fares collected at these stations and the sale of platform tickets showed a marked increase.

By arrangement with the Provincial Government, the services of an Honorary Magistrate were utilised to try cases of ticketless travel within Chittagong civil district. Arrangements were also made for magistrates to hold courts at different sub-divisional and district headquarter stations. 265 such courts were held and it was found that about 94 per cent. of the passengers paid on detection, against 65 per cent. who normally paid when magistrates were not sitting.

Bengal and North Western Railway.—There was no change in the system of ticket checking, but 17 and 40 special checking raids were carried out respectively in the provinces of the United Provinces and Bihar in conjunction with the police and the special magistrates.

Bengal Nagpur Railway.—Arrangements were made to place at least two travelling ticket checkers in each train to ensure a thorough check. A special " squad " comprising three travelling ticket checkers and a travelling ticket inspector in charge, drawn from different districts, was sent out occasionally for surprise checks. Special checks by Commercial and Transportation Officers with staff who were occasionally spare from their normal duties, yielded an additional revenue of Rs. 2,837.

Eastern Bengal Railway.—The methods previously employed were continued and, in addition, a " Block " system of intensive check was introduced on the southern section from June 1938, and on the Calcutta-Ranaghat and

Calcutta-Bongaon sections from the middle of July, 1938. Under this system the normal checking staff of important stations including Calcutta were reinforced by the crew staff so as to ensure, as far as possible, that every passenger had a ticket. Checking by flying squads on running trains was retained along with this system.

East Indian Railway.—In addition to the normal methods employed, special checks were made by sending staff by road to selected important and wayside stations, where they checked trains.

Madras and Southern Mahratta Railway.—The only change during the year was that checking squads were interchanged quarterly instead of being permanently posted in one area.

The appointment of a special Honorary Magistrate at Madras Central to deal with cases detected by the Madras Area squad was extended for a further period of two years from October 1938. The establishment of this Court resulted in a satisfactory reduction of ticketless travel in the Madras area.

Mysore State Railway.—Surprise checks are made periodically by officers who travel to the selected station by road.

His Exalted Highness the Nizam's State Railway.—The strength of travelling ticket inspectors was further augmented by six men from the commencement of the year.

Lady ticket collectors posted at Secunderabad travelled by main line trains between Secunderabad and Hyderabad (broad gauge and metre gauge) and checked compartments reserved for women. This check proved effective.

North Western Railway.—A cent. per cent. check of passenger trains was made on the Karachi Division (as on the Rawalpindi Division the previous year) and was very successful.

South Indian Railway.—The strength of travelling ticket inspectors was increased from 14 to 17, the number of travelling ticket examiners remaining constant at 197. The whole of the ticket checking staff were under headquarters control in the charge of the Deputy Chief Commercial Superintendent. The method of ticket checking varied from time to time in the light of experience gained.

With a view to supplement the check of travelling ticket examiners working to a monthly roster and to enable special surprise checks to be made, four squads of three travelling ticket examiners with a travelling ticket inspector in charge and two squads of four travelling ticket examiners each were formed. The entire length of the Railway was divided into 33 sections and the squads covered all the sections in the course of every month in accordance with the duties assigned to them by the Deputy Chief Commercial Superintendent.

The following were the duties of these special squads:—

(*a*) to concentrate on areas where greater check was deemed necessary,

(*b*) to pay special attention to stations where the percentage of missing tickets was high, and

(*c*) to supplement the check of trains at festival centres where pilgrim traffic was expected to be large.

In order to deal expeditiously with passengers prosecuted for illicit travel, the Provincial Government appointed special Railway Magistrates at Trichinopoly, Madura and Villupuram junctions and invested them with first class powers to try cases arising under sections 106, 108, 118, 120, 122 and 123 of the Indian Railways Act, besides those of passengers travelling without tickets.

The following statement shows the total number of passengers detected travelling without proper tickets on Class I Railways during the year 1938-39 and the amounts due:—

Name of Railways.	No. of passengers.*	Amount due. Rs.
Assam Bengal	60,700	64,043
Bengal and North-Western	338,989	2,30,081
Bengal Nagpur	204,688	2,70,987†
Bombay, Baroda and Central India	335,635	5,57,583
Eastern Bengal	249,499	2,41,160
East Indian	264,991	4,17,608
Great Indian Peninsula	204,206	2,18,326
Jodhpur	43,653	42,473
Madras and Southern Mahratta	145,243	1,14,916
Mysore State	10,573	4,282
His Exalted Highness the Nizam's State	7,430	10,205
North Western	383,056	4,76,304
Rohilkund and Kumaon	55,052	44,761
South Indian	157,897	1,30,787
	2,461,612	28,23,516

* These figures do not include mendicants except in the case of Eastern Bengal, Jodhpur and His Exalted Highness the Nizam's State Railways.

† This figure represents the amount actually collected.

66. Mela traffic.—In Chapter V which deals with publicity, an indication is given of the special measures undertaken to encourage travel to places of religious importance and of the methods adopted to make widely known the special facilities and concessions in fares that were offered. The large scale movement to the many pilgrim centres which resulted, necessitated special study and care. At many centres, the stations are specially designed to cope with a tremendous rush over a short period, but even so weeks of preparation were often required before a major festival. Arrangements had to be made for special pipe-lines and taps to ensure an adequate water-supply, for extra lighting, for vendors of food to be present in sufficient numbers with pure and wholesome food, for opening special booking offices, with signs, easily understood, at each window to indicate the destinations for which tickets could be purchased, for special sanitation, for first aid centres and isolation wards and for augmenting the normal train service and the running of special trains. Large numbers of special staff had to be drafted in and for their accommodation it was frequently necessary to construct special camps. In the following paragraphs mention is made of some of the more important festivals for which such arrangements were made:—

Assam Bengal Railway.—The number of passengers to places of pilgrimage totalled 295,811; an increase of some 32,000 over the previous year. This was partly due to the quotation of fares on a specially low basis and to the provision of special facilities, but also to the fact that the Churamoni Yoga, an auspicious bathing festival for Hindus, which occurs once in 20 years or so, coincided with the dates of the Rashjatra mela at Sitakund. Success also attended the special steps taken to encourage Manipuris to travel to places sacred to their religion. The inhabitants of this State are all 'Vaishnavas' by faith and follow the religion of Sree Chaitanya; the holy shrines being situated at Nabadwip, Santipur and Krishnagar City. Third class 30 days' return tickets at a special fare of Rs. 13 for each adult and Rs. 6 annas 8 for each child above three and under 12 years of age were quoted between January and April from Manipur Road. The results as compared with the previous year were as follows:—

1937-38.		1938-39.		Increase.	
No.	Rs.	No.	Rs.	No.	Rs.
1,133	11,818	4,033	26,861	2,900	15,043

Bengal and North-Western Railway.—There were seven large fairs of which the most important, from the point of view of attendance, was the Kartic Purnamashi, held at Sonepore, Paleza Ghat, Hajipur, Semaria Ghat, Balia and Ajodhya Ghat the number of passengers who travelled to these places being 374,390. For the transport of these pilgrims and those attending the lunar eclipse 314 special trains were run.

Bombay, Baroda and Central India Railway.—There were 17 important festivals lasting a total of 96 days. The most important of these (apart from the monthly poonam at Dakor) being the Hindola Janmashtami at Muttra and Brindaban which lasted for 30 days and for which the number of passengers was 167,564. The next in importance was the Khwaja or Urs at Ajmer which lasted for eight days and had an attendance of 73,398.

Eastern Bengal Railway.—Last year, mention was made of the special arrangements made in connection with the Ganga Sagar mela off Diamond Harbour. As a result of these measures and the publicity work undertaken to make them known, about 11,500 pilgrims used the rail-cum-steamer route. But for the Churamoni Yoga preceding this mela by about two months the number of pilgrims would have been much greater.

The Churamoni Yoga bathing festival which occurs only at intervals of over 20 years attracted pilgrims to Calcutta, Nabadwip Ghat, Santipur and Manihari Ghat, the heaviest rush being at Nabadwip Ghat to which it is estimated that 50,000 passengers travelled: 96 special trains were run to and from this station.

East Indian Railway.—About 250 *melas* and fairs are served directly by this railway and a special campaign to encourage travel was applied to as many as 130 of them, this was apart from the arrangements made in conjunction with other railways for festivals held on their systems.

The most important was the Kumbh mela at Hardwar which commenced on the 12th March 1938, and which was referred to in some detail in last year's Report. The total railborne traffic for this mela amounted to 5·78 lakhs of passengers.

The following are some of the other important *melas* with comparative figures of attendance for this and the previous year:—

(a) *Piran Kaliar mela at Roorkee—*

(From 6th to 18th May 1938.)

1937-38	51,419
1938-39	59,925

(b) *Pitripukh mela at Gaya—*

(From 6th to 26th September 1938.)

1937-38	150,021
1938-39	132,640

(c) *Kartiki mela at Garhmukhtesar—*

(From 31st October to 11th November 1938.)

1937-38	209,799
1938-39	156,611

(d) *Magh mela, Allahabad—*

(From 5th January to 4th February 1939.)

1937-38	226,825
1938-39	231,409

Great Indian Peninsula Railway.—26 *melas* were held against 34 in the previous years. The more important annual gatherings were the Ashadi and Kartiki fairs at Pandharpur. The number of pilgrims who travelled to the first by rail was 50,108,—a small decrease over the previous year. For this fair 24 inward and 27 outward special trains were run. Unlike previous

years heavy rain fell for nine days during the course of this *mela* but there was no epidemic due largely to the improvement in preventive and sanitary arrangements made in recent years. For the Kartiki fair 30,138 passengers arrived by rail and 6 inward and 12 outward specials were run.

North Western Railway.—There were eight important fairs on this system. 20 bogie intermediate and third class and 150 third class carriages were specially reserved for pilgrim traffic.

South Indian Railway.—There were 10 major festivals and in six of these the number of passengers attending was less than in the previous year. This must be mainly attributed to the general economic depression among the middle classes. The failure of the north-east monsoon in many areas and the consequent famine conditions prevailing in a number of districts was also a contributory factor.

67. Measures taken to ensure civility and honesty on the part of the railway staff in their dealings with the public.—The subject of honesty and civility on the part of the staff continued to receive the unremitting attention of all railway administrations. As the co-operation of the public is essential in this matter, the railways endeavoured to secure assistance—

(*a*) by making appeals through the medium of newspapers and by putting notices in prominent places at stations requesting that all cases of incivility, lack of attention, or demands for illegal gratification, etc., should be immediately reported; and by making easily accessible special books or boxes through which complaints might be represented;

(*b*) by asking Chambers of Commerce and traders to co-operate in bringing to light cases of dishonest dealing; and

(*c*) by paying prompt attention to such complaints and taking severe disciplinary action in all proved cases.

The great importance which railways place on courtesy and honesty is constantly kept before the staff—

(i) by lectures at traffic training schools; and

(ii) by slogans issued with working time-tables, rate circulars, railway manuals, and in weekly notices.

It is hoped and believed that this special campaign will continue to meet with success.

CHAPTER V.

PUBLICITY.

68. General.—Publicity for the railways of India is carried out by the Central Publicity Bureau of the Railway Board and by the Publicity Offices of the individual railways.

The principal functions of the Central Publicity Bureau consist in the carrying out of all overseas propaganda with a view to stimulating the foreign tourist traffic to India and the developing of internal traffic, particularly lower class, on an all-India basis. Apart from these the Central Publicity Bureau co-ordinates the work done by the Railway Publicity Offices with a view to securing a free exchange of ideas, methods and material for propaganda; the formulating of a general policy in connexion with important festivals, *melas*, etc., and the simplification of procedure in connexion with advertising, trade advertisements, publications, joint publicity, etc. This co-ordination is achieved by meetings of the officers concerned. During the year under review four meetings were held and 79 subjects were discussed. The Railway Publicity Offices confine their activities principally to the fostering and development of traffic on their own railways. Each railway apportions certain sums necessary for its own publicity, which are expended principally in advertising local *melas* and festivals, as well as travelling facilities, concessions, etc., offered to the public.

The tourist industry throughout the world was adversely affected by the political conditions existing in Europe and the Far East, aggravated during the second half of the year by the serious international situation which arose in September. In spite, however, of these adverse conditions the number of enquiries received in the London Office in connection with travel to India was the highest on record. The New York Office was closed with effect from July 1938, and the work of answering enquiries from America was taken over by the London Bureau. The Central Publicity Bureau continued to supply the London Office with pamphlets, posters, photographs, etc., and assist in any other way that might conduce to the encouragement of tourists.

The Central Publicity Bureau, as usual, devoted considerable time towards the development of lower class travel. Intensive propaganda in this respect was undertaken in collaboration with railways in connexion with four *melas*, *e.g.*, (1) the Kartiki Mela, Garhmukhtesar, (2) the Hindola and Janam Ashtami Fair, Muttra, (3) the Mahabir Jayanti Jain Festival, Shri Mahabirji, and (4) the Kumbh Mela, Hardwar, which took place during the period 13th March and 20th April 1938, and a note on which was included in the Report for 1937-38. With regard to the first three *melas*, 214,000 handbills and over 67,000 folders were printed, in addition to the number of handbills and folders that were distributed by the railways themselves. A loudspeaker set, which was purchased during the course of the year, was lent to various railways for propaganda purposes. Special press and other propaganda was undertaken in Ceylon and Burma with a view to attracting Buddhists to pilgrimage centres in India. While the traffic emanating from Ceylon showed an increase on other years, the relative density of traffic from Burma was disappointing, probably due to the Indo-Burma riots which continued throughout the greater part of the year.

The appropriation for advertising included a sum of Rs. 40,500 in connexion with a special advertising campaign to promote intermediate and third class travel. The scheme was confined to areas served by East Indian Railway and Eastern Bengal Railway and on the East Indian Railway alone 107 different papers were utilised of which 17 were in English, 48 in Bengali, 30 in Hindi and 12 in Urdu. Of the balance, Rs. 2,000 was spent in Australia in order to attract Australian tourists, and Rs. 12,000 in India in connexion with *melas* and other third class traffic by advertising largely in the Indian press.

Five new posters and six new pamphlets (of which two were revised editions of older ones) were produced by the Central Publicity Bureau during the year. Of the pamphlets the most important production was the "Handbook of India" and its supplement. Descriptive accounts of the more important places of interest are given in the handbook, together with useful notes for the use of tourists. The supplement amplifies these notes by including information with respect to accommodation, rates, conveyances, etc. 100,000 copies of the "Handbook of India" were printed during the year, and so great was the demand for copies that, in spite of the fact that the supplies were only received in July, the stocks were practically exhausted by January 1939. Another production of interest was the illustrated souvenir "Magic of India". This book is a high class production and contains a collection of photographs in sepia and photogravure of the most interesting places in India.

The reciprocal exchange of posters and pamphlets with overseas railways and government departments was continued. The arrangement with Messrs. Thomas Cook & Son, Ltd., Port Said, for placing publicity literature and time tables on all east bound ships was also continued.

In view of the policy that the Indian Railways should concentrate their efforts on the development of lower class traffic rather than on upper class traffic, it was decided that the Indian State Railways Magazine should be discontinued, publication being suspended on the 1st October 1938.

Over 7,000 photographs were produced by the Photographic Section for propaganda purposes. These were distributed to travel, shipping and tourist agencies in India and abroad, to journalists, lecturers, schools, newspapers and railways.

69. Melas.—238 important *melas* and fairs were the subject of special propaganda by railways with a view to increasing the traffic thereto. This propaganda was undertaken by means of special handbills, folders and letter-press posters. There were many other festivals of a less important character which were advertised in the usual manner.

70. Handbills, folders, pamphlets and posters.—Handbills are usually used in connexion with *mela* traffic. They give a short description of the *mela*, indicate the principal dates and notify any special concessions. They serve as reminders to the public and are followed up by folders containing more detailed information regarding the significance of the *mela*, fares from important towns and junctions and further details regarding railway concessions.

Pamphlets are used to describe places of particular interest and give the information required by tourists of all classes. Their object is to create travel-mindedness and to serve as suggestions for tours, etc., and trips during holidays. These pamphlets are distributed free by railways and are made available in the offices of travel agents and in hotels.

The number of handbills, folders, pamphlets and posters printed and distributed amounted to more than: (i) 6,000,000 handbills, (ii) 1,076,000 folders and pamphlets, and (iii) 173,000 posters.

71. Cinema slides.—The use of coloured and other cinema slides has proved to be an effective means of advertising the various concessions and facilities offered. The Great Indian Peninsula Railway obtained the free exhibition of slides on ten different subjects in the leading cinemas of Bombay and its suburbs in exchange for the free display of cinema and theatre posters at Bombay (Victoria Terminus) and the Great Indian Peninsula Railway suburban stations. These slides were also displayed in the cinemas of the more important up-country towns on contract rates.

72. Loudspeaker unit.—With regard to *mela* traffic a new feature was introduced this year, namely the utilisation of a powerful loudspeaker unit. This was used by the Great Indian Peninsula Railway at Pandharpur and by the East Indian Railway at Hardwar and at several other *melas* during the year. Information was broadcast regarding concessions, special trains and their timings. The set was found most useful in directing and controlling crowds on platforms and in station premises.

73. Press advertising.—A considerable amount of advertising in local presses in the appropriate languages was undertaken by all railways.

74. Trade advertisements.—The revenue of most railways from this and allied sources was adversely affected by the unsettled conditions in Europe. The revenue obtained by some of the principal railways amounted to:—

	Rs.
Great Indian Peninsula Railway . . .	68,997 *plus* £58-6-3 for English contracts.
East Indian Railway	63,993
North Western Railway	49,702
Eastern Bengal Railway	47,401
Bombay, Baroda and Central India Railway .	57,991
Madras and Southern Mahratta Railway . .	16,953
South Indian Railway	49,215

75. Excursion special trains.—16 excursion sight seeing special trains carrying second and third class passengers were run over the East Indian Railway and 17 over the Bombay, Baroda and Central India Railway. Three third class conducted excursions were organized by the Eastern Bengal Railway, in addition to a "Pujah Bazar Special" which ran for a month and visited 12 stations on the broad gauge and 18 stations on the metre gauge and covered a total distance of 2,031 miles. 15 firms participated and it is estimated that about 250,000 people visited the train. As a result of special canvassing 60 excursion parties for students were organized on the South Indian Railway, in addition to eight all-India pilgrim special trains and 23 small excursion parties. The Great Indian Peninsula Railway ran one pilgrim conducted special and one students' tour.

76. Cinema car and cinema lorry.—The North Western Railway cinema car and cinema lorry continued its very useful propaganda activities. The former visited 147 stations and gave 241 shows to audiences estimated at 690,000, while the latter visited 383 important rural centres and gave 400 open air shows to audiences estimated at 500,000. The cinema car on the Eastern Bengal Railway was utilized in conjunction with a bazar special in order to attract people from the neighbouring towns and villages, and incidentally earned a sum of Rs. 1,694 on the exhibition of trade advertisement slides.

77. Exhibitions.—Information bureaux were installed by some of the railways at important exhibitions held in India. Models, posters, etc., were exhibited, literature distributed and enquiries attended to. It is estimated that about two lakhs of people visited the stall erected by the Great Indian Peninsula Railway in the grounds of the Industrial Exhibition in Poona. Models were lent by the East Indian Railway for exhibition in the new Industrial Museum in Calcutta. The South Indian Railway participated in eleven exhibitions and the North Western in two.

78. Publicity measures in connexion with competitive traffic.—Additional canvassers and special staff were utilized during *melas* and fairs to distribute literature, handbills, etc., to secure additional passenger and goods traffic. Wide publicity was given by special announcements in the press and by personal canvassing, handbills, etc., to the introduction of the various forms of concessions such as 'zone tickets', 'go-as-you-please', cheap 'suburban market and shopping tickets'.

79. Miscellaneous.—The experiment of providing music on one of the dining cars attached to the Frontier Mail, continued by the Bombay, Baroda and Central India Railway as an added amenity for travellers, was extended to the week-end Flying Ranee. A copy of the latest news from Reuters agency in the form of a news bulletin is distributed in these trains.

Charts, illuminated at night showing the allotment of berths of passengers proceeding to Bombay were an innovation at Howrah station.

CHAPTER VI.

RAILWAY COLLIERIES.

80. Railway Collieries.—The output from the principal railway collieries during 1938-39 compares with the previous year's output as follows :—

Colliery.	Owned by	Output (tons).	
		1937-38.	1938-39.
1. Bhurkunda . . .	State	197,756	168,086
2. Kargali	State	852,790	661,352
3. Kurharbaree and Serampore .	State	642,287	646,376
4. Joint Bokaro . . .	E. I. & B. N. . .	1,080,739	1,030,621
5. Joint Sawang . . .	E. I. & B. N. . .	68,211	48,401
6. Jarangdih	B., B. & C. I. and M. & S. M.	104,710	95,823
7. Talcher	M. & S. M. . . .	204,062	190,302
8. Kurasia	B., B. &. C. I. . .	293,502	283,266
9. Deulbera (Previously known as Talcher).	B. N.	130,092	136,687
10. Argada	B. N.	286,838	321,690

80.1. State Railway Collieries.

Bhurkunda Colliery.—The quantity of coal despatched during the year from this colliery was 163,046 tons.

At Nos. 1 and 2 Kurse inclines coal was won by pillar extraction throughout the year. This coal fires readily through spontaneous combustion and as a precautionary measure to deal with any outbreak which might have occurred, the underground workings of Nos. 1, 2 and 3 inclines were isolated from each other by reinforced concrete water dams and brick stoppings while emergency steel doors were fitted on the remaining roadways. Consequent to this isolation scheme an independent travelling roadway was constructed at No. 1 Kurse and a cross measure drift was driven from No. 2 Kurse workings to No. 2 Nakara workings.

No sign of heating was discovered underground. Black damp was, however, occasionally exuded from the goaf.

Kargali Colliery.—The quantity of coal despatched during the year from this colliery was 661,352 tons.

Quarries.—A steam haulage was installed in quarry No. 1 for removal of overburden tubs. Girders of 55 feet span were erected on the end bridge from the west end of this quarry thus permitting a greater recovery of coal from the barrier.

In No. 2 quarry two more bridges were erected for conveying overburden to the dumping ground. One of the bridges is 200 feet and the other 50 feet

in length. No. 2 bridge in this quarry has been widened to provide for double tramline tracks. Fire continues to burn in the overburden of this quarry.

In No. 3 quarry the most westerly bridge was raised 8 feet to provide more room for dumping overburden which is accumulating particularly in this quarry. The average thickness is now 66 feet and coal lying to the extreme east of this quarry had to be stripped back in the direction of the outcrop of the seam.

Underground workings.—An arc face coal cutting machine was installed in the bottom section of the Kargali Seam. A complete panel of coal has rapidly been opened out by this means.

The east endless haulage rope was extended through the shaft leading to the west side and into the newly opened bottom section workings.

The Karo incline into top section workings as No. 2 quarry was opened out and development accelerated by the introduction of a coal cutting machine.

The main haulage plane and companion roads in the 12 foot seam incline made good progress. Gas was found on several occasions but was quickly removed.

Kurharbaree Colliery.—The quantity of coal despatched during the year from this colliery was 361,838 tons.

Development and de-pillaring proceeded normally throughout the year. The endless rope haulage in No. 1 side Kalimaran Pit was extended about 300 feet to the dip.

At No. 18 side—Joktiabad Pit a number of dams were installed to control the flow of water from Lunki Pahari and No. 19 side with the result that work was carried on uninterruptedly during the monsoon. A coal cutting machine was introduced during the year with a view to speeding up development work.

In Jubilee Pit at Nos. 1, 2 and 3 sides development was carried out steadily throughout the year. At Nos. 4, 5 and 7 sides pillar cutting was continued.

General.—During the year 13,506,466 units were generated from the power house.

An additional water tube boiler of 17,000 lbs. evaporative capacity was put into commission in January 1939 to cope with increased demands.

A tuberculosis ward was opened as an annexe to the General Hospital of the Giridih collieries.

The labour supply, however, during the early part of the year was below normal on account of intensive recruiting for the Jharia Coalfield.

Serampore Colliery.—The quantity of coal despatched during the year from this colliery was 339,759 tons.

Firedamp was met with frequently in Nos. 6, 7 and 8 galleries in the Deep Pit. Necessary precautions were promptly taken and the mining development proceeded.

The 16A Pit was closed and the rails, tubs, etc., were taken out from the mine for utilisation at the Deep Pit.

Coke and bye-product plant.—The plant worked satisfactorily, during the year. The outturn was as follows:—

		1937-38.	1938-39.
Coke	Tons	55,139	**45,740**
Coal tar	,,	2,050	**1,733**
Sulphate of ammonia	,,	534	**417**
Benzol	Gallons	56,848	**51,153**
Rectified solvent naphtha	,,	3,210	**2,290**

East Indian and Bengal Nagpur Railways' Joint Bokaro Colliery.—The quantity of coal despatched during the year from this colliery was 1,030,621 tons.

An electric pump was installed at No. 1 quarry for water removal, thus permitting bottom coal to be worked. A gallery was driven on the floor of this bottom seam under the Gondanala in order that all water met with in the No. 1 quarry extension could be drained off and dealt with by the aforementioned pump.

In No. 2 quarry the dyke has been removed in one portion to allow the quarry to be extended up to the faults on the southern boundary. Haulages have been installed on the east and west sides in No. 3 quarry for removal of overburden.

East Indian and Bengal Nagpur Railways' Joint Sawang Colliery.—The quantity of coal despatched during the year from this colliery was 48,401 tons.

Output during the year was obtained partly from the quarries and partly from the inclines. Sandstowing operations went on satisfactorily throughout the year.

80.2. Company-managed Railway Collieries.

Bombay, Baroda and Central India and Madras and Southern Mahratta Railways' Jarangdih Colliery.—The quantity of coal despatched during the year from this colliery was 93,572 tons.

(i) *Shaft and incline workings.*—The shaft workings remained closed throughout the year and the water level in the shafts continued to rise.

Date.	Height of water at dumper.	Depth from surface to water level.
8th April 1937	255 feet	615 feet
1st April 1938	693 ,,	177 ,,
1st April 1939	780 ,,	90 ,,

In No. 3 incline section progress was retarded by the steep dip of the measure which is 1 in 2·4 or 24° and also by the very faulted strata through which the incline had to be driven. At the end of the year No. 3 had reached a distance of 2,580 feet from surface and as the drum of the haulage engine cannot contain more than 2,500 feet of haulage rope the limit of development to the dip in this section (with the present haulage) has now been reached.

The quality of the coal in this faulted area is poor and intrusions of stone into the seam are frequent. This is a usual condition near faulted areas in Jarangdih. Development in No. 5 incline proceeded normally and the main inclines made fair progress to the dip. The strata in this section is fairly heavily watered near the working faces.

No. 5 incline encountered the dyke in December 1938 and has made fair progress beyond where a new panel of workings was being opened out.

No. 13 Dip is being driven through the dyke to form ultimately the return airway from the new panel of workings opening out on the north side of No. 5 incline.

(ii) *Ventilation.*—The Sirocco fan circulated approximately 170,000 cubic feet of air per minute through the incline workings against a pressure of 1·05 inches water gauge.

Due to some unknown causes the lightning arrestors on the fan terminal post failed on two occasions and the fan motor was twice damaged by lightning during the year. A spare motor being available these breakdowns only caused stoppage of work for a few hours. A new type of lightning arrestors has been arranged for.

(iii) *Buildings.*—No buildings were erected during the year under review as a large number of quarters remained vacant. Much repair work was necessary.

(iv) *General.*—No new electrical works were carried out during the year.

As against the colliery consumption of 846,512 units of the previous year 901,092 units were consumed.

A 40 h.p. Mather & Platt turbine pump was received during the year and erected in No. 3 incline section.

(v) *Labour.*—Labour attendance was slightly better than in the previous year but there was the usual marked decline in attendance during the monsoon as the majority of the miners and loaders are still recruited from the agricultural classes.

Efforts were made to cope with the increased requirements of the railways during the monsoon period and as the allotment for the year could not be increased short time working of the mine was resorted to during February and March.

Madras and Southern Mahratta Railway's Talcher Colliery.—The quantity of coal despatched during the year from this colliery was 190,302 tons.

(i) *Gallery and underground workings.*—There was a progress of 41,281 feet in gallery drivage but the working of the top seam was discontinued throughout the year.

The south-eastern section of the underground property was opened up by suitable grading of the main road and relaying of track.

(ii) *General.*—Thirteen new 30 feet radius crossings were laid including those of a new by-pass in No. 1 East Panel main road.

A new 13 ton locomotive was put into commission from January 5th, 1939. Both the winding ropes of No. 2 pit were replaced during the year, and the construction of a brickwork covering and air lock, with protected glass windows, fences, etc., was completed. Erection of a new Babcock & Wilcox boiler was completed during the year and was under working condition since 1st December 1938.

The No. 2 boiler was inspected by Messrs. Babcock & Wilcox, Ltd., on 20th and 21st December 1938. The end and front walls in the brickwork setting of No. 1 and No. 2 boilers were rebuilt.

One superheater pipe, 2 low water alarm pipes and 9 water tubes of No. 1 and No. 2 boilers were replaced by new ones.

The No. 1 turbine set was overhauled including the fitting of new bearings and sealing glands.

Two masonry drinking water tanks were put in hand and whilst one was completed during the year, the other required a further month's work. In addition to this work, a second block for *Sirdars* was completed.

(iii) *Labour.*—Attendance of local labour was not satisfactory during the first three months of the year due to early cultivation. Political unrest in Talcher State during the second half of the year made local labour difficult to obtain and raisings were seriously affected.

Bombay, Baroda and Central India Railway's Kurasia Colliery.—The quantity of coal despatched during the year from this colliery was 283,318 tons.

(i) *Underground workings.*—The faults and dykes encountered in course of development of the inclines were successfully overcome. The total progress during the year under review is as follows:—

No. 2 incline . . .	280 feet (progress hampered due to faults and dykes having been met).
No. 3 incline . . .	426 feet.

(ii) *General.*—The dead end of the broad gauge colliery siding has been linked up by the Bengal Nagpur Railway with one of their side tracks along the main line. This enables loaded wagons to be drawn out from the station end.

As usual, during the early part of the year scarcity of water was keenly felt, and in order to avoid this in the future, a reservoir near the existing overhead tank was built and connected with the springs found at Haldibari—a distance of about 4,500 feet.

There was a heavy fall of rain on 18th September 1938 which caused damages to the fan house, tramway embankment, railway sidings and dam.

The earthwork for widening the surface tramline banking was undertaken and completed.

Spontaneous heating was observed in the slack heap near the screening plant. As it was quickly dealt with, there was no appreciable loss. The heap affected contained about 600 tons of slack.

General.—The construction of the following works was undertaken and completed :—

(*a*) cabin at incline mouth;

(*b*) twenty blocks of *dhowrahs* with six rooms in each;

(*c*) reservoirs and dams near the overhead tank and at Haldibari spring;

(*d*) extension of overhead trolley line by 6,000 feet and replacement of wood posts by steel girders;

(*e*) electrification of gantry line;

(*f*) installation of new switch board panels in power house.

In addition, electric locomotive No. 1, two Bellis engines and one generator were overhauled and reconditioned and two Babcock & Wilcox boilers were inspected and tested.

(iii) *Labour.*—The supply of recruited labourers was not as plentiful as it ought to have been. There is a tendency amongst such labourers to go towards Jharia Fields in preference to this field partly because of the bad climatic condition obtaining in this area and partly on the false expectation of more wages on account of a rising market.

80.3. Staff welfare.—The health of the labour forces in all the collieries was good and the state of sanitation satisfactory.

81. Coal mined in India.—In 1938 the coal mined in the various provinces of British India amounted to 25,276,743 tons as against 22,335,528 tons in 1937 or an increase of 2,941,215 tons.

82. Coal despatched by rail.—The quantity of coal carried by the East Indian and Bengal Nagpur Railways was as follows :—

Railway.	Tons.
East Indian	14,554,400
Bengal Nagpur	8,790,828

83. Coal shipped from Calcutta.—Shipments including bunker coal from the port of Calcutta to Indian and foreign ports during 1938-39 amounted to 2,920,118 tons of which 29,164 tons were on account of Indian Railways as compared with 2,546,430 tons in 1937-38. 168,835 tons of Indian coal were shipped to the Ceylon Government Railway and 159,146 tons to the Burma Railways.

84. Coal tonnage inspected.—The State Railways' Coal Department inspected 7,723,656 tons of coal during 1938-39 as compared with 8,302,783 tons in 1937-38.

85. Indian Coal Grading Board.—The State Railways Coal Department continued to carry out work on behalf of the Indian Coal Grading Board during the year. The amount of cargo coal shipped under the Indian Coal Grading Board to various ports during 1938 was 2,206,841 tons and inspections were carried out by this Department both at the collieries and Kidderpore Docks.

CHAPTER VII.

ROLLING STOCK AND MATERIALS.

86. Additions to equipment.—During the year the following locomotives and rolling stock, including arrears brought forward from previous years, were on order for broad and metre gauge railways:—

Items.	Broad gauge.	Metre gauge.
Locomotives	43	62
Coaching stock	769	572
Goods stock	2,456	2,081

New locomotives and rolling stock actually placed on the line during the year were as under:—

Items.	Broad gauge.	Metre gauge.
Locomotives	9	24
Coaching stock	375	353
Goods stock	2,269	1,008

The numbers of coaching and goods stock shown are in terms of four-wheelers, a bogie being reckoned as two four-wheelers. These figures do not, however, represent the actual net additions to rolling stock as they also include vehicles built in replacement of stock which had reached the end of their economic life.

86.1. Engines.—31 broad gauge locomotives were scrapped during the year of which 9 were replaced so that the number on 31st March was 22 less than at the beginning of the year. On the metre gauge 24 locomotives were replaced, the number remaining the same as it stood at the beginning of the year. In the course of the year the average tractive effort per engine rose from 25,972 lbs. in 1937-38 to 26,025 lbs. on the broad gauge and from 14,818 lbs. in 1937-38 to 14,957 lbs. on the metre gauge.

86.2. Coaching vehicles.—The number of coaching vehicles on the broad gauge at the end of the year was 203 less than at the beginning as 578 were scrapped, of which 375 were replaced. On the metre gauge, however, the number was 38 more, as 315 were scrapped and 353 added.

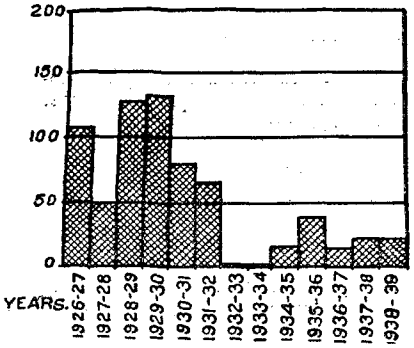
86.3. Wagons.—On the broad gauge 1,497 wagons were scrapped during the year against an addition of 2,269; on the metre gauge 640 were scrapped and 1,008 were added.

The graphs on the following pages show the total numbers of locomotives, boilers, carriages and wagons sanctioned in the programmes of Class I Railways during the past thirteen years. These figures include locomotives and rolling stock both as replacements and renewals.

87. Improved utilisation of rolling stock.—This problem continues to receive the attention that its importance demands. The administrations have been advised that every effort should be made to employ existing types more intensively in order to reduce demands for new types. On the Bengal Nagpur Railway a system of pooling engines has been consolidated; and it is proposed to run passenger specials straight through between Calcutta and Nagpur (703 miles) and through goods trains between Khargpur and Nagpur (633 miles). On the Great Indian Peninsula Railway the work of modernising a B. E. S. A. 4-6-0 type engine for experimental purposes has reached an advanced stage, and a new method of control of engine workings is being tried out which it is hoped later on to extend to the whole system.

(1)

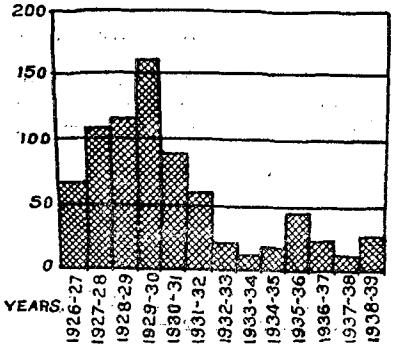
BROAD GAUGE.



Number of locomotives sanctioned in the rolling stock programme.

(2)

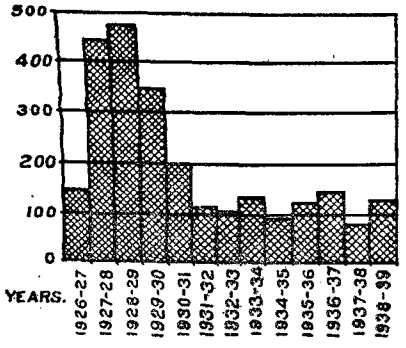
METRE GAUGE.



Number of locomotives sanctioned in the rolling stock programme.

(3)

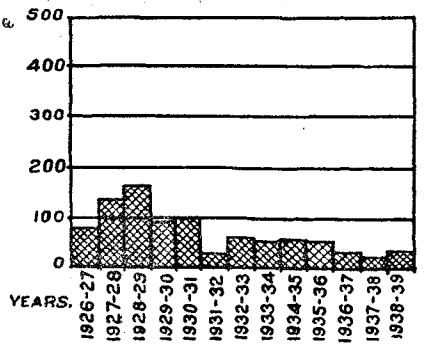
BROAD GAUGE.



Number of boilers sanctioned in the rolling stock programme.

(4)

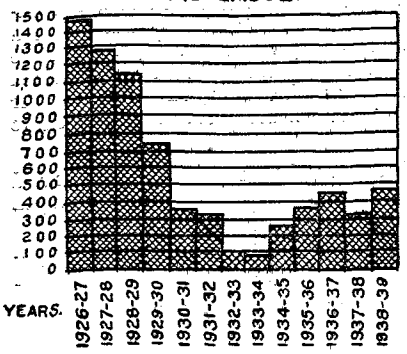
METRE GAUGE.



Number of boilers sanctioned in the rolling stock programme.

(5)

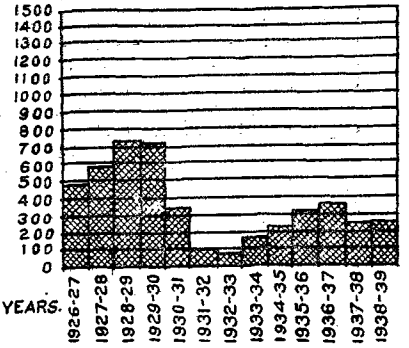
BROAD GAUGE.



Number of coaching stock units sanctioned in the rolling stock programme.

(6)

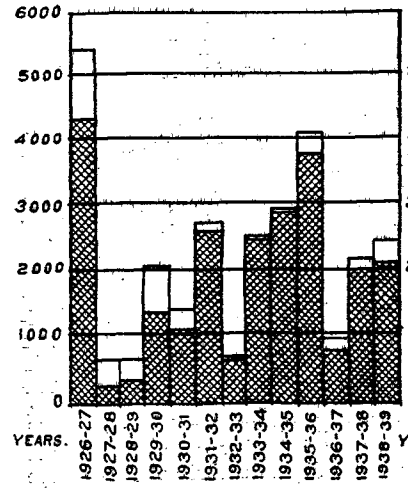
METRE GAUGE.



Number of coaching stock units sanctioned in the rolling stock programme.

(7)

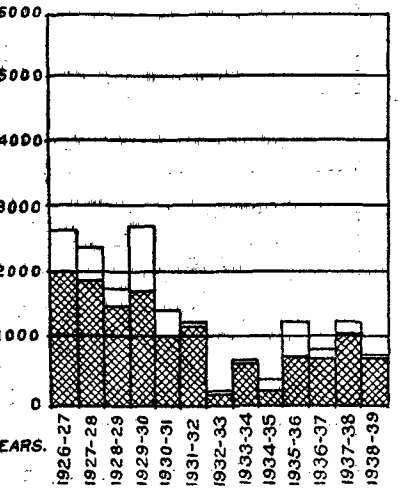
BROAD GAUGE.



General service and other types of wagons in units sanctioned in the rolling stock programme.

(8)

METRE GAUGE.



General service and other types of wagons in units sanctioned in the rolling stock programme.

General service wagons shown thus

Other types shown thus

On these two railways main line passenger engines frequently run between 7,000-9,000 miles per month. The Eastern Bengal Railway have established a high level of passenger and goods engine performances. The East Indian Railway have made experimental through passenger engine runs between Calcutta and Moghal Sarai (418 miles) and have started work on a concentration depôt for locomotive maintenance at Moghal Sarai that will enable a considerable number of engines to be released by virtue of using others more intensively. The Madras and Southern Mahratta Railway have embarked upon a scheme, based upon a new depôt at Bitragunta, in which a closer collaboration between the Operating and Mechanical Departments will release engines for more intensive services.

The position with regard to the heated bearing problem (locomotives and carriages and wagons) and the incidence of maintenance trouble with wagon stock has been described in paragraphs 99.1 (*b*) to (*e*) of this report.

88. Reduction of Upper Class stock.—The Eastern Bengal Railway converted 45 broad gauge and 6 metre gauge bogie first, second and intermediate class carriages so as to increase the accommodation for intermediate and third class passengers.

Similar conversions on 32 broad gauge and 19 metre gauge upper class carriages of the Madras and Southern Mahratta Railway were also completed whilst on the South Indian Railway the abolition of first class accommodation on certain services freed bogie carriages which were subsequently re-designed for partial third class accommodation.

On the North Western Railway the authorised stock of upper class carriages was reduced and five bogie first and second class carriages were converted to first, second, luggage and intermediate class.

All railways have examined the question of either abolishing entirely or reducing upper class accommodation on both branch line and main line services.

The first class accommodation provided by Class I Railways excluding Mysore State was reduced to the extent of 374 seats in 1937-38 and by a further 1,474 seats in 1938-39.

89. Supply of rails and fishplates from indigenous sources.—Orders amounting to approximately 87,110 tons of rails and 2,887 tons of fishplates were placed with Messrs. The Tata Iron and Steel Co., Ltd.

90. Purchase of timber for carriage and wagon building.—The total value of timber other than sleepers bought by Class I Railways (other than His Exalted Highness the Nizam's State, Jodhpur and Mysore State Railways) during the year was Rs. 46·83 lakhs as compared with Rs. 34·94 lakhs in 1937-38, Rs. 42·75 lakhs in 1936-37 and Rs. 40·28 lakhs in 1935-36.

The price of teak is still too low to justify considering the use of indigenous timbers for construction of carriage stock. A life of no more than 10 years can be expected from indigenous timbers, whereas teak boards remain serviceable throughout the life of a vehicle which is about 30 years. The Lillooah kilns have in the circumstances remained closed throughout the year. But they are, however, being maintained in their present condition; for should an emergency arise making it difficult to obtain teak squares from Burma it may be found necessary again to use indigenous timbers for carriage construction.

91. Wooden sleeper Purchase Organisation.—The total purchase of wooden sleepers during the last four years have been :—

	Number of sleepers in lakhs.			
	1935-36.	1936-37.	1937-38.	1938-39.
Broad gauge .	12·38	15·05	12·59	**13·64**
Metre gauge .	14·11	14·83	14·28	**15·23**
Narrow gauge .	1·42	1·71	1·61	**1·95**

The relative position of various kinds of sleepers can be seen from the following percentages, based on the total number of sleepers in the track of Class I Railways :—

1938-39.

	Wood.	Cast Iron.	Steel.	Other kinds.
Broad gauge .	41·5	40·9	17·3	0·3
Metre gauge .	70·25	5·38	24·36	0·01

The wooden sleeper track mileage of all gauges on Class I Railways on March 31st, 1939, was 26,524·5 out of a grand total of 50,832·1 miles.

No wooden sleepers were imported, except from Burma. The prices of *sal* sleepers in the Eastern Group in 1938-39 averaged about Rs. 4-12-8 for broad gauge and Rs. 1-14-8 for metre gauge compared with Rs. 4-9-7 and Rs. 1-11-7 respectively in 1937-38.

At Dhilwan on the North Western Railway the following soft wood broad gauge and narrow gauge sleepers from coniferous trees were impregnated with a mixture of 40 per cent. creosote and 60 per cent. fuel oil.

—	Fir.	*Chir* pine.	*Kail* pine.	Deodar.	TOTAL.
1. Number of sleepers treated (broad gauge)	61,186	271,635	1,905	100,195	434,921
2. Average absorption of creosote per sleeper (40 per cent. of mixture) . lbs.	6·20	5·92	6·02	4·63	..
3. Average absorption of liquid fuel (60 per cent. of mixture) . . lbs.	9·25	8·86	9·04	6·92	..
4. Average total absorption per sleeper . . . . . lbs.	15·45	14·78	15·06	11·55	..
5. Approximate average absorption per cubic foot . . . . lbs.	4·944	4·73	4·82	3·696	..

In addition to above 1,000 narrow gauge *sal* sleepers and 12,084 wooden pieces (7,962 *chir* and 4,122 *fir*) for composite sleepers were also treated. The details of the cost of treatment and average absorption of mixture is given in the Sleeper Pool Committee Report for 1938-39.

The cost of treated sleepers, for the year 1938-39 was slightly higher than last year. This was due to the rise in the price of sleepers.

—	Average cost per sleeper untreated.	Cost of treating per sleeper, including freight of sleeper to Dhilwan.	Overhead and other charges, *i.e.*, control charges.	Total average cost of treated sleeper.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Deodar	4 12 5	0 15 2	0 3 3	5 14 10
Kail pine	3 8 0	1 2 6	0 3 3	4 13 9
Chir pine	3 12 10	1 7 11	0 3 3	4 14 0
Fir	3 13 3	1 0 8	0 3 3	4 1 2

The total amount spent on wooden sleepers on Class I Railways (excluding His Exalted Highness the Nizam's State, Jodhpur and Mysore State

Railways) was Rs. 1·02 crores in 1938-39 compared with Rs. 1·03 crores in 1937-38, and Rs. 1·12 crores in 1936-37.

The annual meeting of the Sleeper Pool Committee was held at New Delhi on the 7th November 1938.

92. Value of railway materials purchased.—The value of stores purchased by Class I Railways (excluding His Exalted Highness the Nizam's State, Jodhpur and Mysore State Railways which are mainly or wholly the property of Indian States) shows an increase from Rs. 15·01 in 1937-38 to Rs. 16·80 crores in 1938-39. Of the total increase of Rs. 179 lakhs, Rs. 120 lakhs were accounted for by " indigenous materials " and Rs. 59 lakhs by " imported materials ". The principal increases under both heads, as indicated in the statement below, were under rolling stock and stores such as hardware, copper, tin, zinc ware, etc. Under the former head purchases of permanent-way material and track tools increased by Rs. 31 lakhs.

(Figures in lakhs.)

Particulars.	Value of imported materials.			Value of indigenous materials.	Total purchases.	
	Purchased direct.	Purchased through agents in India.	Total imported materials.		1938-39	1937-38.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A. Bridge work and its parts, fittings and special fastenings.	1	2	3	6	9	11
B. Engineering plant and components including all hand and power machinery.	1	6	7	1	8	8
C. Workshop machinery, plant and equipment including pneumatic machinery and tools.	10	22	32	2	34	26
D. Permanent-way material and track tools	4	8	12	2,69	2,81	2,54
E. Rolling stock	1,08	1,41	2,49	1,38	3,87	3,11
F. Building materials, water mains, sewage system and track and yard enclosing materials and signal and interlocking materials, etc.	5	19	24	35	59	57
G. Stores hardware, copper, tin and zinc ware, all leather, canvas and India rubber in bulk, metals, painters' stores, timber and fuel and fuel oil, etc.	13	1,52	1,65	4,27	5,92	5,32
H. Electrical and train and Locomotive lighting plants and materials, etc., and telegraph and telephone equipment.	9	54	63	5	68	73
All other stores	5	91	96	1,46	2,42	2,29
Total	1,56	4,95	6,51	10,29	16,80	15,01

93. Value of stores purchased by State-managed and Company-managed Railways during 1931-32 to 1938-39, value of stores purchased by those railways through the Indian Stores Department and value of stores purchases controlled by the Railway Board for those railways during that period.—A statement is given below showing the value of stores imported direct, imported stores purchased in India and indigenous stores purchased by the State-managed and Company-managed Railways during the years 1931-32 to 1938-39 together with the value of stores purchased by

those railways through the Indian Stores Department and also the value of stores purchases controlled by the Railway Board during the same period :—

(Figures in thousands of rupees.)

Railways.	Total value of stores purchased.				Value of stores purchased through Indian Stores Department.	Percentage Column 6 to Column 5.	Value of stores purchases controlled by the Railway Board.	Percentage Column 8 to Column 5.
	Stores imported direct.	Imported stores purchased in India.	Stores of Indian manufacture or of indigenous origin.	Total.				
1	2	3	4	5	6	7	8	9
1931-32.								
State-managed	1,03,23	2,91,56	5,47,71	9,42,50	1,18,08	12·53	4,51,48	47·90
Company-managed	1,41,21	1,28,46	3,87,24	6,56,91	7,87	1·20	1,78,78	26·42
TOTAL	2,44,44	4,20,02	9,34,95	15,99,41	1,25,95	7·87	6,25,21	39·10
1932-33.								
State-managed	3,54	2,26,28	3,95,16	6,29,98	1,46,34	23·38	2,61,05	41·44
Company-managed	79,00	1,07,12	2,87,33	4,73,95	4,70	0·99	95,87	20·23
TOTAL	87,54	3,33,40	6,82,99	11,03,93	1,51,34	13·72	3,56,92	32·33
1933-34.								
State-managed	6,81	2,50,63	4,94,51	7,51,95	1,79,93	22·73	3,22,17	42·84
Company-managed	66,36	1,12,71	2,65,56	4,44,63	3,81	0·85	77,58	17·45
TOTAL	73,17	3,63,34	7,60,07	11,96,58	1,74,74	14·60	3,99,75	33·40
1934-35.								
State-managed	5,40	2,57,11	5,42,69	8,05,20	2,53,51	31·48	3,48,19	43·24
Company-managed	1,10,90	1,45,65	3,51,58	6,08,13	6,15	1·01	1,40,18	23·05
TOTAL	1,16,30	4,02,76	8,94,27	14,13,33	2,59,66	18·37	4,88,37	34·55
1935-36.								
State-managed	6,37	3,36,86	6,14,15	9,57,40	2,78,11	29·05	4,05,78	42·38
Company-managed	1,23,99	1,32,21	3,43,68	5,99,88	6,76	1·13	1,40,28	23·38
TOTAL	1,30,36	4,69,09	9,57,83	15,57,28	2,84,87	18·29	5,46,06	35·06
1936-37.								
State-managed	5,31	2,58,65	5,33,26	7,97,22	*3,29,44	41·32	3,17,91	39·88
Company-managed	1,18,12	1,18,13	3,30,41	5,66,66	28,32	5·00	1,10,46	19·49
TOTAL	1,23,43	3,76,78	8,63,67	13,63,88	3,57,76	26·23	4,28,37	30·69
1937-38.								
State-managed	37	3,22,00	5,46,75	8,69,12	†3,83,53	44·13	3,06,99	35·32
Company-managed	1,24,71	1,45,30	3,61,52	6,31,53	7,71	1·22	1,34,37	21·27
TOTAL	1,25,08	4,67,30	9,08,27	15,00,65	3,91,24	26·07	4,41,36	29·41
1938-39.								
State-managed	10	3,42,55	5,95,06	9,37,71	‡3,76,15	40·11	3,49,16	37·24
Company-managed	1,55,80	1,52,93	4,33,73	7,42,45	8,39	1·13	1,47,93	19·93
TOTAL	1,55,90	4,95,48	10,28,78	16,80,16	3,84,54	22·89	4,97,12	29·59

* Purchases to the value of Rs. 97,198 for the Chief Mining Engineer, Railway Board, Rs. 5,043 for the Central Publicity Bureau, Indian State Railways, and Rs. 251 for the Railway Clearing Accounts Office made through the Indian Stores Department during 1936-37 are omitted from this figure.

† Purchases to the value of Rs. 5,51,611 for Chief Mining Engineer, Railway Board, Rs. 9,001 for the Central Publicity Bureau, Indian State Railways, and Rs. 413 for the Railway Clearing Accounts Office made through the Indian Stores Department during 1937-38 are omitted from this figure.

‡ Purchases to the value of Rs. 7,33,851 for the Chief Mining Engineer, Railway Board, Rs. 2,191 for the Central Publicity Bureau (Indian State Railways) and Rs. 563 for the Railway Clearing Accounts Office are omitted from this figure.

It will be seen that the value of stores imported direct by the State-managed Railways has decreased from Rs. 37 thousand in 1937-38 to Rs. 10 thousand in 1938-39. The percentage of the value of indigenous stores to the total value of all stores purchased by the State-managed Railways has increased from 62·91 in 1937-38 to 63·46 in the year under review. The value of stores purchased by the Indian Stores Department on behalf of State-managed Railways declined by 1·9 per cent. due chiefly to the powers of the Controller of Stores of State Railways to make direct purchase of stores (which are to be obtained through the Indian Stores Department) having been raised from Rs. 250 to Rs. 1,000 for purposes of administrative convenience. This setback is likely to be of a temporary nature only, in consequence of the purchase through the Indian Stores Department of the additional items referred to later in this Report.

In the case of Company-managed Railways, the percentage of the value of indigenous stores to the total value of all stores purchased by those railways

has increased from 57·24 in 1937-38 to 58·42 in 1938-39. The value of stores purchased through the Indian Stores Department also increased from Rs. 7·71 lakhs in 1937-38 to Rs. 8·39 lakhs during the year under review.

94. Purchase of Stores by railways through the Indian Stores Department.—The total value of stores purchased by all railways through the agency of the Indian Stores Department during the year under review amounted to Rs. 4,05,49,724 of which Rs. 29,52,948 represented the value of textiles and leather and Rs. 3,75,96,776 the value of engineering, hardware and miscellaneous stores. The list of items the purchase of which by the State-managed Railways through the agency of the Indian Stores Department is obligatory was reviewed and the following more important items of railway stores were added to the list:—

Composition flooring.

Chains, iron, steel, brass, etc.

Pressure lamps and fittings ("Petromax", "Washington", "Coleman", "Kitson", etc.).

Copper tubing.

Copper ingot.

Copper rods.

Brass rods and bars.

Bronze rods and bars.

All items under class E (*a*) 1—Steam locomotives and their parts and fittings—except complete locomotives and locomotive boilers.

All items under class F 2—Signalling and interlocking material—except colourlight and electro-pneumatic equipment.

95. Air-conditioned coaches.—The indications mentioned in the last report that the outlay incurred on six first class air-conditioned coaches would be amply justified has been confirmed.

Five such coaches were constructed by the Bombay, Baroda and Central India Railway and placed in service on the Bombay-Delhi-Kalka section.

As a result of successful working with the initial equipments and proved public appreciation, the North Western Railway were authorised to prepare estimates for the construction of seven upper class air-conditioned coaches to run on the Delhi-Peshawar and Lahore-Karachi sections.

96. Cost of maintenance and supply of locomotive power and cost of maintenance and operation of carriage and wagon stock.—The results obtained during the year under review and the twelve previous years in regard to the cost of maintenance and supply of locomotive power under the three major heads of accounts (running repairs, workshop repairs and operating expenses) and also of the cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles, for both broad and metre gauges of the Class I Railways in India, are reproduced in graphic form on the two following pages.

97. Central Standards Office for Railways.

97.1. Civil Engineering Branch.—During the year under review, the Civil Engineering Branch of the Central Standards Office **standardized and issued** the following drawings:—

Bridges—

(i) 350 feet span high tensile steel truss girders—standard profile;

(ii) broad gauge masonry arched bridges of 4 feet, 6 feet and 25 feet spans for M.L. loading; and

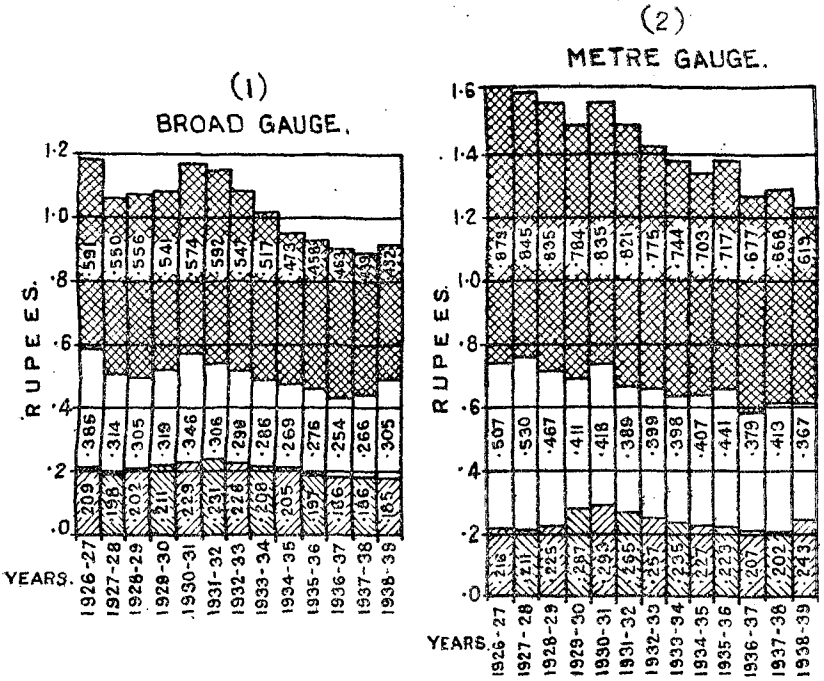
(iii) general arrangement of masonry arched bridges for minimum and maximum embankments for broad gauge;

Permanent-way—

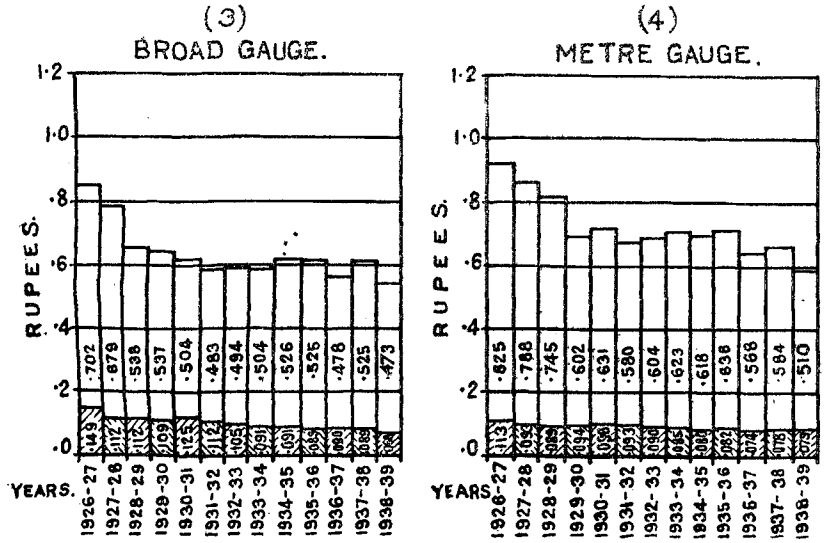
(i) gathering line layouts for 90R. F.F.—turnout from (*a*) the straight, and (*b*) a turnout with 1 in 8½ crossings;

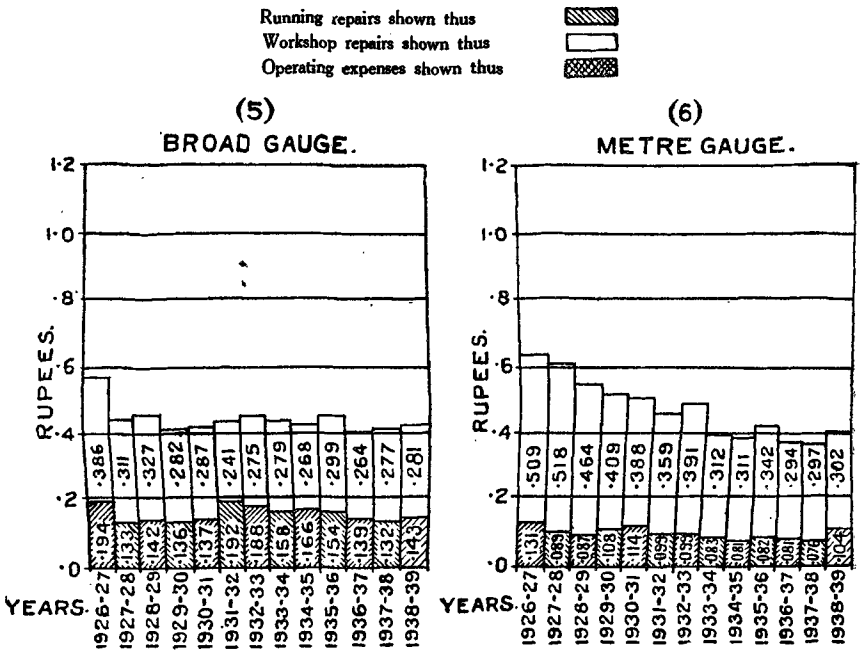
Running repairs shown thus
Workshop repairs shown thus
Operating expenses shown thus

COST OF MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER PER 1,000 GROSS TON MILES.



COST OF MAINTENANCE AND OPERATION OF CARRIAGE AND WAGON STOCK PER 1,000 GROSS TON MILES.





GOODS VEHICLES.

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles.

GOODS VEHICLES.

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles.

OPERATING EXPENSES.

Cost of operation of carriage and wagon stock per 1,000 gross ton miles.

OPERATING EXPENSES.

Cost of operation of carriage and wagon stock per 1,000 gross ton miles.

(ii) alternative design of 1 in 8½ left turnout with 15 feet 6 inches over-riding switch for 90R. F.F.;

(iii) combination fishplates for 115 and 90R; 90R and 75R; 90R and 75B.S.; 75R and 60R; 60R and 50R; 60R and 50 B.S. and 60R and 50 N.S. rail sections;

(iv) C.I. bearing plate for 90R and 90 B.S. F.F;

(v) alternative design of a leading insulated stretcher bar for broad gauge; and

(vi) longer steel sleepers to support throw-over levers, etc., in steel sleeper turnouts.

Roofs and sheds—

(i) roofs over 27 feet, 31 feet, 35 feet and 53 feet wide island passenger platforms, broad gauge;

(ii) roofs over 23 feet, 25 feet, 27 feet, 30 feet and 31 feet, 34 feet 8 inches, 40 feet, 41 feet and 53 feet wide island passenger platforms—metre gauge;

(iii) 17 feet wide platform shelter for broad gauge; and

(iv) 17 feet and 21 feet wide platform shelters for metre gauge.

Signalling and Interlocking—

(i) goose and swan necks for coupling and butt ends;

(ii) insulated rod joint for butt and coupling ends;

(iii) counterweight levers type B; and

(iv) drive fit and threaded type grease nipples for pressure lubrication.

Miscellaneous—

(i) light and heavy inspection trollies for broad gauge; and

(ii) light inspection trolley for metre gauge.

In addition to the above, the following drawings were prepared by the Central Standards office and issued as **tentative standards**:—

Bridges—

(i) broad gauge plate girders of 15 feet, 20 feet, 30 feet, 40 feet and 60 feet spans of mild steel for B.L. loading;

(ii) metre gauge plate girders of 10 feet, 12 feet, 15 feet, 20 feet, 30 feet, 40 feet and 60 feet spans of mild steel for B.L. standard and of 15 feet span of mild steel for M.L. standard;

(iii) R.C. slab top 6 feet, 8 feet and 12 feet spans of twin slab type for metre gauge M.L. loading; and

(iv) R.C. pipe culverts 1¼ feet, 1¾ feet, 2 feet, 2¼ feet, 2½ feet, 2¾ feet, 3 feet, 3¾ feet and 4 feet diameter for broad gauge, M.L. loading.

Permanent-way—

(i) reversed jaw CST. 9 C.I. sleepers for 115R and 90R. F.F.;

(ii) 1 in 8½ spring crossing for 90R;

(iii) rail free Duplex C.I. joint sleeper (flat bottom type) for broad gauge 88½ lb. B.H. and 100 lb. D.H. (E. I. R.); and

(iv) steel sleepers for 1 in 8½ gathering line from straight with two-way keys and loose jaws for broad gauge 90R. F.F.

Roofs and sheds—

(i) roofs over 47 feet, 54 feet and 61 feet wide island passenger platforms, broad gauge; and

(ii) roofs over 24 feet, 47 feet, 50 feet, 54 feet and 60 feet 8 inches wide island passenger platforms, metre gauge.

Signalling and Interlocking—

(i) tubular poles;

(ii) Unit detector layouts; and

(iii) siding markers.

Miscellaneous—

(i) Heavy inspection trolley for metre gauge.

97.2. Mechanical Engineering Branch.—The Mechanical Drawing Office, in addition to the investigation and design work resulting from the recommendations made at the meetings of the Locomotive and Carriage and Wagon Standards Committees held during the year under review, was constantly utilised by the Officer on Special Duty for preparation of drawings in connection with the experimental fittings required for the investigation of the heated bearing problem. As usual, master sets of part drawings relating to I.R.S. wagons, underframes, automatic vacuum brake, coaching bodies and track tools were kept up to date. The number of new wagon, underframe, track tools and carriage part drawings prepared and issued by the Mechanical Drawing Office during the year, approximates to about 450. About 30 locomotive and 23 carriage and wagon trials were in progress during the year. Contractor's drawings relating to details of the " WL ", " WM ", " WUs ", " WV " and " WW " series locomotives continued to be received for approval through the Consulting Engineers, London. Particular specifications were prepared for XE class engines and various I.R.S. underframes and wagons included in the combined call for 1939-40.

The Consulting Engineers' report on the high incidence of failure of I.R.S. and B.E.S.A. connecting rods was received during the year and placed before the Locomotive Standards Committee. The report contains recommended dimensions for rods for existing engines as well as formula on which new designs should be based.

It has been arranged that all coupling rods which fail shall be sent to the Metallurgical Inspector, Indian Stores Department, Tatanagar, to enable him to compile a statistical analysis of failures which may yield valuable results.

The Consulting Engineers' report on connecting rods is expected to be received during the year 1939-40.

The Metallurgical Inspector at Tatanagar was also requested to examine the failures of locomotive driving wheel tyres reported on by railways.

In consultation with the Consulting Engineers, a revised specification for locomotive engines and tenders was prepared and issued.

97.3. Specifications Branch.—During the year under review, the Specification Section of the Central Standards Office standardized and issued new Indian Rialway Standard specifications for the following :—

(*a*) lavatory fittings for upper class carriages;

(*b*) India rubber articles used in railway carriages;

(*c*) locomotive turntables;

(*d*) combination fishplates.

(*e*) inspection trollies, material trollies or lorries and duplicated lorries (applicable to all gauges).

22 I.R.S. specifications were revised and re-issued, while 15 were modified through the issue of corrigendum or addendum slips. 4 I.R.S. specifications were cancelled and Indian Stores Department Standard specifications were adopted in lieu thereof. In addition 33 Indian Stores Department Standard specifications and 2 B.S. specifications were adopted for use on railways.

16 new I.R.S. specifications for the following items have been drafted and will be issued as standard specifications shortly :—

(*a*) reinforced concrete pipes for use as culverts;

(*b*) double wire signalling ropes;

(*c*) double wire interlocking frame;
(*d*) timber used on railways;
(*e*) forges, portable;
(*f*) vices;
(*g*) dust bins;
(*h*) builders, hardware;
(*i*) hydrants, fire and water;
(*j*) push button or master switch operated starting and control gear, fully interlocked, for A.C. polyphase induction motors up to 650 volts;
(*k*) flood light projectors for lighting of railway yards;
(*l*) static condensers for the improvement of power factor;
(*m*) semi steel for horn cheeks;
(*n*) puddled iron sheets (for wagon body panels);
(*o*) train lighting belting for railways;
(*p*) push button or master switch operated starting and control gear, fully interlocked, for D.C. motors up to 650 volts.

98. Standardization Committees.—Details of the work performed by the various Standardization Committees during the year are given below:—

98.1. Locomotive Standards Committee.—A meeting of the Committee was held during December 1938. Trial reports and modifications to I.R.S. fittings suggested by railways were placed before the Committee. The following are some of the important subjects dealt with:—

(*a*) results of trials of alloy steels and alloy cast irons for wearing parts;
(*b*) design of firebox tube plates;
(*c*) trials of exhaust injectors;
(*d*) trials of renewable piston bull rings;
(*e*) trials of multiring piston valves;
(*f*) Consulting Engineers' report on failure of coupling rods;
(*g*) Madras and Southern Mahratta Railway's report on experience gained with engines having reciprocating parts unbalanced;
(*h*) specification for wheels and axles;
(*i*) methods of fastening for locomotive tyres;
(*j*) trials of modified designs of axleboxes;
(*k*) dust shielding of axleboxes;
(*l*) height adjustment and weighment of I.R.S. engines;
(*m*) design of tender brake blocks to reduce uneven wear; and
(*n*) I.R.S. specification E 9 for locomotive headlights.

A Sub-committee was held on 9th/10th January 1939 to consider height adjustment and weighment of I.R.S. locomotives.

98.2. Carriage and Wagon Standards Committee.—A meeting of the Carriage and Wagon Standards Committee was held in March 1939 when, in addition to a number of suggested modifications to wagon, underframe and coaching stock details, the following subjects were dealt with:—

(*a*) improvement in the riding qualities of 4-wheeled stock;
(*b*) coaching body construction drawings;
(*c*) use of light alloys for coaching body details;
(*d*) standardization of side lamp details;
(*e*) alternative materials for roof tanks for coaching stock;
(*f*) trials of water raising apparatus;
(*g*) latrine pans and flushing arrangement standardized;
(*h*) a new design of 27′ 6″ high sided open wagon;
(*i*) provision of relief valves on tank wagons;

(*j*) trials of modifications to improve riding of metre gauge bogie coaches;

(*k*) turned end axleguard bridle rod standardized;

(*l*) $\frac{5}{8}$" thick top plates standardized for wagon springs;

(*m*) light type brake gear for broad gauge bogie underframes;

(*n*) narrow strips for lower panels of wagons;

(*o*) weather-proofing of wagon doors;

(*p*) adoption of general rivet lists for wagons; and

(*q*) axlebox gauges.

98.3. Bridge Standards Committee.—The Committee met in January 1939, and made recommendations on the following:—

(*a*) the desirability of altering rules for "pre-stressing lattice girder spans";

(*b*) the necessity for preparing standard designs for reinforced concrete box culverts and square arch openings;

(*c*) the applicability of Indian Railway Standard broad gauge masonry arched bridge designs to metre gauge requirements;

(*d*) the drafting of an addendum and corrigendum slip to rule 33 of the Bridge Rules—working stresses in wrought iron;

(*e*) criticism regarding the effective length of secondary members as specified in rule 40 of the Bridge Rules;

(*f*) suggestion to revise rule 30 of the Bridge Rules regarding "Rollers";

(*g*) proposals to modify the requirements of wind pressure to be allowed for in the designs of:—

(i) loaded highway bridges, and

(ii) concrete structures having large flat surfaces;

(*h*) proposals for research on semi-through plate girders, particularly as affected by welding, made by the Panel on Plate Girder Bridges of the Institute of Welding, and the extent to which research for or collaboration in India in this work should be undertaken;

(*i*) the provisional I.R.S. Code of Practice for Electric Arc Welding of Wrought Iron and Steel Structures with a view to putting it in shape for final issue;

(*j*) consideration of the supplementary report on the results of additional tests carried out to determine the effect of welding on a member under stress, submitted by the North Western Railway;

(*k*) progress in the science of soil mechanics applied to the stability of foundations;

(*l*) reports on cast iron, rubber and "Plasco" sleeper pad plates and consideration of the views expressed by Class I Railways on the question of adopting a uniform thickness of sleepers on bridges;

(*m*) the views of manufacturers regarding the modified type of expansion rocker bearing for lattice girder bridges;

(*n*) the designs of abutments and piers for girder bridges, prepared by the Central Standards Office, and proposals submitted by members of the Committee for buried pier abutments of "H" section with arched openings, designed to reduce to a minimum any unbalanced earth pressure;

(*o*) the comments of Class I Railways on the draft Indian Railway Standard Code of Practice for Concrete Construction other than Reinforced Concrete Construction;

(*p*) the subject of carrying out fatigue tests on full size all-welded plate girders; and

(*q*) a Paper on the Impact Effect on Bridges due to normally balanced locomotive compared with locomotives of the same type re-balanced for "*nil*" reciprocating parts, submitted by the Madras and Southern Mahratta Railway.

98.4. Track Standards Committee.—The Committee met in January 1939, and made recommendations on the following:—

(*a*) East Indian Railway's report on experiments to determine the wear diminishing effects of heat treating the surface of frog points and wing rails of crossings;

(*b*) use of short lengths of rails in preference to standard lengths of 42 feet for points and crossings;

(*c*) proposal either to lengthen the cast iron nose blocks in crossings or to shorten the nose of the crossing with a view to bring the ends of the blocks flush with the nose of the crossing;

(*d*) designs of insulated gauge tie plates;

(*e*) desirability of permitting as a permissible alternative standard the provision of ramp in the wing rails of crossings by drawing out the web or by deforming the head of the rail;

(*f*) desirability of reviving CST 9 type cast iron sleepers with short tie bars on the grounds of economy resulting from their use;

(*g*) reconditioning of fishplates;

(*h*) suitability of drawings of insulated rail joints;

(*i*) possibilities of lubricating rails on curves and at points and crossings with a view to mitigating wear;

(*j*) suggestion to modify the special fishplate section in the standard type rail expansion joints;

(*k*) note on diamond crossings and a design of "switch diamonds" prepared in the Central Standards Office;

(*l*) drawings of 1 in 8½ left hand 90R broad gauge spring crossings prepared by the Central Standards Office;

(*m*) designs of metre gauge trollies;

(*n*) designs for broad gauge crossovers;

(*o*) suggestions for the design of insulated metre gauge stretcher bars;

(*p*) location of leading stretcher bars in metre gauge switches;

(*q*) necessity of altering machining of nose of crossings with a view to avoid fractures due to hammering of the nose in the case of crossings laid on steel sleepers;

(*r*) method of binding the ends of bridge sleepers;

(*s*) question of adopting a uniform thickness of sleepers on bridges; and

(*t*) suggestion for design of R.C. sleepers for use in station yards.

98.5. Signalling and Interlocking Standards Committee.—The Committee met in December 1938, and made recommendations on the following:—

(*a*) recessing of grease nipples;

(*b*) standardization of designs of clamps;

(*c*) standardization of drawings for rotary detectors;

(*d*) point slide detector assembly drawings;

(*e*) desirability of standardizing point levers and trailable point levers;

(*f*) modifications to certain drawings;

(*g*) designs of marker posts;

(*h*) desirability of standardizing electrical lamps for railway signalling;

(*i*) suitability of double wire signalling installation on the Assam Bengal Railway for unrestricted speed and to draft the minimum essential requirements for such installations and to draw up specifications for double wire lever frames and interlocking rules;

(*j*) suggestion for design of insulated metre gauge stretcher bars;

(*k*) adoption of British Standard specification No. 480—1933, for dimensions of metal-sheathed paper-insulated plain annealed copper conductors for electricity supply for use on Indian Railways;

(*l*) suggestion to revise I.R.S. drawings of signal and point indicator lamps;

(*m*) drawings of insulated rail joints;

(*n*) standardization of signal poles and bracket poles;

(*o*) drawings of insulated gauge tie plates; and

(*p*) designs of split stretcher bars for facing point locks.

98.6. Standing Committee on Standards and Specifications for Indian Railways.—There was no meeting of the Committee this year on account of a large number of reports of trials and investigations not being available.

98.7. Electrical Standards Committee.—The Electrical Standards Committee met in Simla on the 8th of August, 1938:—

(*a*) 7 draft Indian Stores Department specifications for electrical equipment and 19 other subjects were considered.

(*b*) *Electrical wiring of railway buildings.*—The Committee recommended that the Indian Railway Standard Conditions of Contract No. A 6-37 should be accepted by all railways and used in conjunction with their own technical wiring specification designed to meet local conditions and systems, with due regard to the principles laid down in the Regulations for the Electrical Equipment of Buildings published by the Institution of Electrical Engineers of Great Britain, the local Fire and Insurance Regulations and the Indian Electricity Act and Rules.

(*c*) *Lubricants for electrical purposes.*—The Committee recommended that the demands for lubricants for Electrical Departments should be brought into line with those of the Mechanical Departments in cases where the lubricants are required for plant of a similar nature.

(*d*) *Internal lighting of coaching stock.*—The Committee recommended that railways be asked to investigate and report on the effect of introducing the undermentioned average minimum standards of illumination for—

(i) first class compartments—2 foot-candles.	When measured at a plane 33 inches above floor level.
(ii) second class compartments—1·5 foot-candles.	
(iii) intermediate class compartments—1 foot-candle.	
(iv) third class compartments—0·75 foot-candle.	

(*e*) The Committee also recommended the preparation of I.R.S. Specifications for seven new items.

99. Research and Development.—The following are some of the important items in hand during the year :—

99.1. Mechanical Branch—

(*a*) *Paints.*—The report of the Paint Technologist referred to in the last year's report was received. A Sub-Committee composed of Mechanical Engineers, the Director, Industrial Research Bureau and the Superintendent, Government Test House, Alipore, was appointed to examine the report and submit recommendations. It is expected that considerable headway on the question of paint technique will be made during the year 1939-40.

(*b*) *Analysis of wagon defects.*—The 1937-38 Administration Report contained a reference to an analysis of wagon defects which was expected to throw light on the principal causes of maintenance expenditure. The results of these investigations have been placed before the various administrations with a view to enabling them to concentrate upon the elimination of defective details so far as this can be economically justified. In addition, the report has been considered by the Central Standards Office with special reference to the detailed design of new wagons.

The investigations have brought to light that the ends of large numbers of wagons become bulged owing to the shifting of loads under heavy buffing shocks. A new design of pressed steel end, which has more than double the strength of existing ends, has been evolved for application to all new vehicles.

The high incidence of spring defects which the investigation brought to notice, was followed up by a special additional analysis in which the source of the trouble was traced. The trouble occurs only on the pre-I.R.S. wagons, but it was found that it would not be a financially sound proposition to change the design.

Similarly the high incidence of axle guard defects has led the Central Standards Office to evolve a new design of axle guard which has eliminated the trouble experienced with earlier types.

There is reason to expect that the results of this investigation will be reflected not only in a gradual reduction in the number of wagons undergoing sick line repairs but in the cost of unit repairs in sick lines and mechanical workshops.

(*c*) *Heated bearing problem.*—The investigation of this problem is being continued and it is expected that the subject will be reported upon during 1939-40.

(*d*) *Wagon door leakage.*—The results of the tests carried out by the North Western Railway to determine the correctness of the view that leakage is induced by airflow were placed before the Carriage and Wagon Standards Committee, who recommended that further trials should be conducted on a Bengal Nagpur Railway wagon fitted with their new type of door.

(*e*) *Corrosion tests.*—Panel plates referred to in last year's report were kept under observation, but it will probably take some years for determining the material best able to resist corrosion. A number of wagons with panel plates of " Tiscor ", a corrosion resisting steel of which Messrs. The Tata Iron and Steel Company have manufacturing rights in India were placed in service as an experimental measure.

(*f*) *Light weight coaching stock.*—In view of the considerable rise in tare per 100 passengers in coaching stock during recent years, due largely to the provision of increased amenities to third

class passengers and also with the object of minimising damage and loss of life in accidents, the question of a design of all-steel coaching stock was under active consideration. Indian manufacturing firms were asked to submit designs for trial purposes. The Madras and Southern Mahratta Railway also carried out experiments on behalf of the Central Standards Office with a design of all-steel coaching stock on the lines of the Vierendeel truss.

99.2. Civil Engineering Branch—

(*a*) *Stresses in track.*—Experimental work was continued throughout the year and extended to measurement of flange forces set up by locomotives and causes of oscillation. The report on Track Stresses Research was completed and will be published shortly. It contains details of all experiments and tests together with formulae for calculating the stresses and deflections in rails for varying conditions.

(*b*) *Heat treatment of crossings.*—The heat-treated chrome crossings laid on the East Indian Railway nearly two years ago have behaved satisfactorily. The wear is approximately 40 per cent. of that in untreated chrome crossings. Trials are now being made with 12 sets of heat-treated crossings made of ordinary carbon rails.

(*c*) *Reconditioning of old fishplates by hot pressing.*—Trials show that it is economical to recondition fishplates by hot pressing and that such plates give satisfactory results.

(*d*) *Special joint sleepers.*—A modified design of cast iron rail-free, Duplex sleeper is being tried on various railways not only in track laid with cast iron sleepers but with other types also such as wood and steel. The reports so far received are promising.

(*e*) *Guard rails for level crossings.*—Experiments are still in progress.

(*f*) *Rail expansion joints.*—The East Indian Railway have made use of one of the proposed designs for rail expansion joint on a bridge where rails are rigidly attached to the floor. It is too early to comment on the trial.

(*g*) *Improvements to track on bridges.*—Trials of rubber and composition pads between rails and sleepers are still in progress. The East Indian Railway have successfully substituted steel " T " bars for wooden bridge sleepers.

(*h*) *Strengthening of bridges by means of welding.*—General conclusions on this subject have been reached. No further experiments are considered necessary.

(*i*) *Heat-treated fishplates.*—The East Indian Railway are conducting trials of heat-treated fishplates in the main line near Howrah to determine whether such fishplates will give better service and longer life compared to the untreated fishplates.

(*j*) *Staggered rail joint.*—The North Western Railway are making experiments with joints laid with a slight stagger. Reports so far received show that these joints are easier to maintain and running is satisfactory.

CHAPTER VIII.

STAFF.

100. Number of staff.—The total number of employees (permanent and temporary) on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1938-39 was 700,666 as compared with 692,071* at the end of 1937-38. The total route mileage at the end of the year was 41,134. The following table shows the number of employees by communities on the 31st March 1938 and 1939. A similar statement showing details by railways is given as Appendix C of Volume II of the Report by the Railway Board on Indian Railways for 1938-39.

Date.	Europeans.	INDIANS.									GRAND TOTAL.
		Hindus.		Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	
		Hindus other than depressed classes.	Depressed classes.								
31st March 1938* .	2,700	394,443	99,887	153,586	12,860	8,067	17,218	1,507	1,803	689,371	692,071
31st March 1939 .	2,505	397,025	104,218	154,837	13,440	7,745	17,703	1,513	1,680	698,161	700,666

NOTE.—These figures exclude the staff on loan from the Indian Audit and Accounts Service (Deptt.).
* Represents revised figures due to changes made by the railway administrations in the figures published last year.

101. Cost of staff.—The following statement shows the number and cost of all staff, superior and subordinate (including labourers), permanent and temporary, open line and construction, employed on Class I Railways during the years 1937-38 and 1938-39. Contractors' labour is not included.

Railway Systems.	Year.	NUMBER OF STAFF ON 31ST MARCH.							COST OF STAFF.			
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers on loan from the Indian Audit and Accounts Service (Deptt.).	Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total including staff on loan from the Indian Audit and Accounts Service (Deptt.).
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.					
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Assam Bengal	1938	69	17,241	17,310	..	..	..	..	9,95,000	69,07,450	79,02,450	79,02,450
	1939	64	16,550	16,614	..	..	..	..	10,49,492	69,61,187	80,10,679	80,10,679
Bengal and North-Western.	1938	81*	28,399	28,480*	..	..	..	..	11,95,056	74,48,832	86,43,888	86,43,888
	1939	72	23,390	23,462	2	84	86	..	10,86,843	75,26,728	86,13,571	86,13,571
Bengal Nagpur	1938	195	69,051	69,246	..	..	..	..	33,95,818	3,19,59,619	3,53,55,437	3,53,55,437
	1939	194	69,610	69,804	..	..	..	..	32,63,201	3,28,83,902	3,61,47,103	3,61,47,103
Bombay, Baroda and Central India.	1938	173	63,185*	63,358*	..	10*	10*	..	30,73,829	3,87,64,925	4,18,38,754	4,18,38,754
	1939	173	62,659	62,832	1	5	6	..	29,69,958	3,84,60,260	4,14,30,218	4,14,30,218

NOTE.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.
* Represents revised figures for 1937-38 due to changes made by the railway administrations in the figures published last year.

134520

Railway Systems.	Year.	NUMBER OF STAFF ON 31ST MARCH.							COST OF STAFF.			
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers on loan from the Indian Audit and Accounts Service (Deptt.).				
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total including staff on loan from the Indian Audit and Accounts Service (Deptt.)
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Eastern Bengal	1938	116	53,219	53,335	..	..	..	2	21,06,227	2,39,35,347*	2,60,41,574*	2,61,06,573*
	1939	119	54,072	54,191	..	..	..	1	21,02,733	2,42,90,166	2,63,92,899	2,64,56,511
East Indian	1938	287	126,275*	126,562*	..	18*	18*	6	51,03,755	6,11,04,730	6,62,08,485	6,63,22,040
	1939	293	133,761	134,054	..	..	..	5	48,46,658	6,19,18,490	6,67,65,148	6,68,63,580
Great Indian Peninsula.	1938	216	79,490	79,706	..	..	..	1	39,73,199	4,34,42,402	4,74,15,601	4,74,24,538
	1939	216	77,491	77,707	..	..	..	4	38,55,737	4,32,23,259	4,70,33,996	4,71,07,659
Jodhpur	1938	27	8,186	8,213	..	..	..	1	4,24,717	27,94,047	32,18,764	32,41,233
	1939	28	8,053	8,081	1	483	484	1	3,86,799	28,33,063	32,19,862	32,54,132
Madras and Southern Mahratta.	1938	134	46,890	47,024	..	..	..	..	23,07,605	2,33,14,623	2,56,22,228	2,56,22,228
	1939	142	47,697	47,839	..	..	..	..	24,60,722	2,28,55,283	2,53,16,005	2,53,16,005
Mysore State	1938	§	§	§	§	§	§	§	§	§	§	§
	1939	32	3,731	3,763	1	19	20	..	1,71,496	14,79,148	16,50,644	16,50,644
Nizam's State	1938	75	15,844	15,919	2	183	185	..	10,24,593	61,25,320	71,49,913	71,49,913
	1939	91	16,348	16,439	7	223	230	..	11,45,357	63,74,128	75,19,485	75,19,485
North Western	1938	278*	100,017*	100,295*	..	..*	..*	4	46,53,347	5,75,65,572	6,22,18,919	6,22,64,853
	1939	280	101,244	101,524	4	285	289	4	45,68,367	5,76,25,056	6,21,93,423	6,22,57,254
Rohilkund and Kumaon.	1938	16	5,676	5,692	..	..	..	..	2,33,176	15,60,941	17,94,117	17,94,117
	1939	15	5,987	6,002	..	..	..	..	2,33,216	15,46,681	17,79,897	17,79,897
South Indian	1938	132	36,722	36,854	1	100	101	..	18,92,298	1,65,61,739	1,84,54,037	1,84,54,037
	1939	134	36,419	36,553	1	253	254	..	18,35,193	1,66,87,795	1,85,22,988	1,85,22,988
Railway Clearing Accounts Office.	1938	5	1,347	1,352	..	..	..	2	72,515	15,81,855	16,54,370	16,94,467
	1939	5	1,357	1,362	..	..	..	2	50,378	15,64,635	16,15,013	16,61,097
TOTAL	1938†	1,804*	651,542*	653,346*	8	311*	314*	16	3,04,51,135	32,30,67,402*	35,35,18,537*	35,38,14,528*
	1939	1,858	663,369	665,227	17	1,352	1,369	17	3,00,26,150	32,62,34,781	35,62,60,931	35,65,99,823
	1939†	1,826	659,638	661,464	16	1,333	1,349	17	2,98,54,654	32,47,55,633	35,46,10,287	35,49,49,179

NOTE.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

* Represents revised figures for 1937-38 due to changes made by the railway administrations in the figures published last year.

† Excludes figures of Mysore State Railway.

§ Figures are not shown as Mysore State Railway was class II Railway in 1937-38

Distribution of cost of Gazetted Officers and Subordinate staff of the Railway Clearing Accounts Office.

Railway.	Gazetted Officers.		Non-gazetted employees.		Total.		Total including staff on loan from Indian Audit and Accounts (Departments).	
	1937-38.	1938-39.	1937-38.	1938-39.	1937-38.	1938-39.	1937-38.	1938-39.
1. North Western .	19,553	13,437	4,26,523	4,17,311	4,46,076	4,30,748	4,56,887	4,43,038
2. East Indian . .	19,553	13,437	4,26,523	4,17,311	4,46,076	4,30,748	4,56,887	4,43,038
3. Eastern Bengal .	7,332	5,039	1,59,946	1,56,491	1,67,278	1,61,530	1,71,332	1,66,140
4. Great Indian Peninsula.	14,664	10,076	3,19,892	3,12,983	3,34,556	3,23,059	3,42,665	3,32,279
5. Bombay, Baroda and Central India.	11,413	8,389	2,48,971	2,60,539	2,60,384	2,68,928	2,66,696	2,76,602
TOTAL .	72,515	50,378	15,81,855	15,64,635	16,54,370	16,15,013	16,94,467	16,61,097

A comparison of the figures for 1938-39 with those for 1937-38 (excluding Mysore State Railway) shows that the total number of staff employed on open line on 31st March 1939 increased by 8,118 as compared with that on 31st March 1938, the number of staff on loan from the Indian Audit and Accounts Service increased by one only while the number of construction staff rose by 1,035. The total cost of staff including those on loan from the Indian Audit and Accounts Service during 1938-39 increased by Rs. 11,25,651 as compared with 1937-38.

There was an increase in both the number and cost of staff on the Bengal Nagpur, Eastern Bengal, East Indian and His Exalted Highness the Nizam's State Railways and a decrease on Bengal and North-Western, Bombay, Baroda and Central India and Great Indian Peninsula Railways. There was a decrease in the number but an increase in cost on the Assam Bengal, Jodhpur and South Indian Railways. On the Madras and Southern Mahratta and Rohilkund and Kumaon Railways there was an increase in number but a decrease in cost, and on the North Western Railway there was an increase in number.

On the Eastern Bengal and East Indian Railways the increase in number and cost was mainly due to the engagement of additional temporary staff in their Engineering Departments, while the decreases on the Great Indian Peninsula Railway were due to reductions in the Engineering and Transportation Departments. On the Assam Bengal Railway the increase in the cost of staff was due to (i) a temporary additional administrative post, and (ii) increased gratuities. On the Bengal Nagpur Railway the increase in the cost of staff was due to (i) a larger track renewal programme and relaying of sleepers, remodelling, isolation and bridge repair work, (ii) payment of extra wages in workshops due to opening on Saturdays, and (iii) increased overtime allowance. On the North Western Railway the increase in the number of staff was due to (i) filling up existing vacancies, (ii) the creation of certain new posts, (iii) temporary staff engaged on breaches, and (iv) construction work. The variations under other Railways were small and call for no remarks.

102. Indianisation.—

102.1. State-managed Railways.—(a) *Superior Services.*—17 appointments were made to the Superior Railway Services both by direct recruitment and promotion. Details are given below:—

Direct Recruitment.

DEPARTMENT.	VACANCIES FILLED BY									
	EUROPEANS.	INDIANS.								
		Hindus.		Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	TOTAL.
		Other than Depressed Classes.	Depressed Classes.							
Agency	..	..	..	..	..	..	..	..	..	..
Engineering	..	1	..	1	1	..	..	1	..	4
Accounts	..	1	..	..	1	..	..	..	..	2
Transportation (Traffic) and Commercial.	1	3	..	1	..	..	1	..	..	5
Transportation (Power) and Mechanical Engineering.	..	2	..	1	..	..	..	..	..	3
Stores	..	..	..	..	..	..	..	..	..	..
Other Departments	..	..	..	..	..	..	..	..	..	..
TOTAL	1	7	..	3	2	..	1	1	..	14

Percentage { Europeans . . . 6·7
Indians . . . 93·3

The percentage of Europeans was less than 25. Two officers were to be recruited from the United Kingdom to the Indian Railway Service of Engineers and two to the Mechanical Engineering and Transportation (Power) Department but no suitable candidates were available. The vacancies were therefore carried forward.

As regards Indian recruitment the percentages were:—

50·0 Hindus.

21·5 Muslims.

14·3 Anglo-Indians and Domiciled Europeans.

7·1 Indian Christians.

7·1 Parsis.

It will be observed from the information subsequently furnished in this paragraph that the over-all direct recruitment of Muslims to Superior Railway Services on State-managed and Company-managed Railways concerned was 27·9 per cent.

Promotions.

DEPARTMENT.	VACANCIES FILLED BY									
	EUROPEANS.	INDIANS.								
		Hindus.		Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	TOTAL.
		Other than Depressed Classes.	Depressed Classes.							
Agency	..	..	..	..	..	..	..	..	..	..
Engineering	..	..	..	..	..	..	..	..	..	1
Accounts	..	1	..	..	1	..	..	..	..	1
Transportation (Traffic) and Commercial.	..	..	..	..	..	..	..	..	..	..
Transportation (Power) and Mechanical Engineering.	..	..	..	..	..	..	..	..	..	..
Stores	..	..	..	..	..	..	..	..	..	..
Other Departments	..	..	..	..	1	..	..	..	..	2
TOTAL	..	1	..	..						

Of a total of two officers promoted to the Superior Services, one was a Hindu and the other, an Anglo-Indian.

(b) *Lower Gazetted Service.*—48 promotions were made to the Lower Gazetted Service in the various departments. 15 went to Europeans and 33 to Indians of whom 13 were Hindus, two Muslims, fourteen Anglo-Indians and Domiciled Europeans, one Sikh and three Indian Christians. Figures by departments were as follows:—

DEPARTMENT.	VACANCIES FILLED BY									
		INDIANS.								
	EUROPEANS.	Hindus.		MUSLIMS.	ANGLO-INDIANS AND DOMICILED EUROPEANS.	SIKHS.	INDIAN CHRISTIANS.	PARSIS.	OTHER COMMUNITIES.	TOTAL.
		Other than Depressed Classes.	Depressed Classes.							
Agency	..	..	..	..	..	..	..	..	..	..
Engineering	3	7	..	..	5	1	..	..	..	13
Accounts	..	2	..	..	1	..	..	..	..	3
Transportation (Traffic) and Commercial.	2	2	..	..	5	..	2	..	..	9
Transportation (Power) and Mechanical Engineering.	6	..	..	2	..	..	1	..	..	3
Stores	..	..	..	..	1	..	..	..	..	1
Other Departments	4	2	..	..	2	..	..	..	..	4
TOTAL	15	13	..	2	14	1	3	..	..	33

102.2. Company-managed Railways.—The following tables give a summary of the recruitment made to the Superior Services on Company-managed Railways during the year under review. Part I relates to direct recruitment and Part II to appointments made by promotion. A detailed statement by individual railways will be found in Appendix G-I of this report.

PART I.

Statement showing the number of appointments filled by direct recruitment in the Superior Establishment on (Class I) Company-managed Railways, excluding His Exalted Highness the Nizam's State, Jodhpur and Mysore State Railways during 1938-39.

DEPARTMENT.	VACANCIES FILLED BY									
		INDIANS.								
	EUROPEANS.	Hindus.		MUSLIMS.	ANGLO-INDIANS AND DOMICILED EUROPEANS.	SIKHS.	INDIAN CHRISTIANS.	PARSIS.	OTHER COMMUNITIES.	TOTAL.
		Other than Depressed Classes.	Depressed Classes.							
Agency	1	..	..	..	..	..	..	..	..	..
Accounts	2	..	..	..	..	..	..	..	..	..
Engineering	2	5	..	5	1	..	..	1	..	12
Transportation (Traffic) and Commercial.	1	6	..	2	1	..	..	..	..	9
Transportation (Power) and Mechanical Engineering.	..	5	..	2	1	..	..	..	..	8
Stores	..	..	..	..	..	..	..	..	..	..
Other Departments	1	..	..	..	..	..	..	..	..	..
TOTAL	7	16	..	9	3	..	..	1	..	29

Percentage { Europeans . . . 19·4
Indians . . . . 80·6

PART II.

Statement showing the total number of vacancies in the Superior Establishment on (Class I) Company-managed Railways excluding His Exalted Highness the Nizam's State, Jodhpur and Mysore State Railways filled by promotion from Lower to the Superior Services during 1938-39.

DEPARTMENT.	VACANCIES FILLED BY									
	EUROPEANS.	INDIANS.								
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	TOTAL.
		Other than Depressed Classes.	Depressed Classes.							
Agency	..	..	..	..	..	..	..	..	..	..
Accounts	..	1	..	..	..	..	..	..	..	1
Engineering	1	2	..	1	1	..	..	..	..	4
Transportation (Traffic) and Commercial.	..	3	..	..	2	..	1	..	..	6
Transportation (Power) and Mechanical Engineering.	1	..	..	..	4	..	..	..	..	4
Stores	..	1	..	..	..	..	..	..	..	1
Other Departments	..	1		..	..	..	..	..	..	1
TOTAL	2	8	..	1	7	..	1	..	..	17

It will be observed from Statement Part I that during the year under review the total number of appointments made by direct recruitment to the Superior Services on Company-managed Railways was 36 of which 7 went to Europeans and 29 to Indians of whom 16 were Hindus, 9 Muslims, 3 Anglo-Indians and Domiciled Europeans and 1 Parsi. The ratio of Indian to European recruitment was 80·6 to 19·4.

The percentage of European recruitment was less than 25.

The percentage of Indian recruitment in the principal Departments was :—

	Per cent.
Engineering	85·7
Transportation (Traffic) and Commercial	90·0
Transportation (Power) and Mechanical Engineering	100·0

Among Indian recruits the proportionate recruitment from each community was as shown below :—

	Per cent.
Hindus	55·2
Muslims	31·0
Anglo-Indians and Domiciled Europeans	10·4
Parsis	3·4

For the over-all direct Indian recruitment to Superior Railway Services on the State and Company-managed Railways, taken together, the percentages were as follows :—

	Per cent.
Hindus	53·5
Muslims	27·9
Anglo-Indians and Domiciled Europeans	11·6
Indian Christians	2·3
Parsis	4·7

103. Review of the progress made since 1925.—The statements on the following pages will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1925, as reflected in the relative strength of Europeans and Indians belonging to the various communities. Part I relates to superior staff and Part II to subordinate staff on scales of pay rising to Rs. 250 and over.

PART I.

Statement of gazetted officers on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on the 1st April 1925, 31st March 1938 and 31st March 1939.

Name of Railway.	1st April 1925.											31st March 1938.										31st March 1939.									
	Indians.											Indians.										Indians.									
		Hindus.											Hindus.										Hindus.								
	Europeans.	Other than Depressed classes.	Depressed classes.†	Muslims.	Anglo-Indians.§	Sikhs.§	Indian Christians.§	Parsis.§	Other communities.§	Total.	Total number on the Railway (columns 2 *plus* 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (columns 13 *plus* 23).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (columns 24 *plus* 35).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																	
Eastern Bengal	79	31	..	3	..	..	..	..	12	46	125	45	48	..	7	14	1	1	..	..	71	116	42	54	..	6	15	1	1	..	..	77	119
East Indian	227	49	..	12	..	..	..	..	26	87	314	129	100	..	16	33	4	2	3	..	158	287	126	109	..	6	15	1	2	3	..	168	293
Great Indian Peninsula	175	18	..	5	..	..	..	..	23	46	221	125	44	..	14	19	..	9	5	..	91	216	119	48	..	14	18	..	11	6	..	97	216
North Western	192	60	..	18	..	..	..	..	28	101	293	*122	*85	..	*26	*21	*18	4	..	..	*156	*278	121	87	..	32	22	18	4	..	..	163	284
Railway Board and Miscellaneous Offices.	59	8	..	3	..	..	..	..	14	25	84	37	20	..	6	*8	2	*1	..	..	37	74	35	20	..	5	7	2	1	..	..	35	70
TOTAL	732	166	..	36	..	..	..	..	103	305	1,037	*458	*297	..	*71	*95	*25	*17	8	..	*513	*971	442	318	..	70	99	25	19	9	..	540	982
Company-managed Railways.																																	
Assam Bengal	52	6	..	1	..	..	..	..	2	9	61	34	20	..	7	6	1	..	1	..	35	69	31	19	..	7	5	1	..	1	..	33	64
Bengal Nagpur	170	27	..	5	..	..	..	..	19	51	221	102	47	..	14	25	4	1	2	..	93	195	95	48	..	15	30	3	1	2	..	99	194
Bengal and North-Western	55	3	..	1	..	..	..	..	..	4	59	*57	9	..	8	3	3	1	..	..	24	*81	52	8	..	8	2	3	1	..	..	22	74
Bombay, Baroda and Central India	159	14	..	..	..	..	..	..	21	35	194	106	*36	*..	10	4	1	5	10	1	67	173	96	41	..	16	5	1	4	10	1	78	174
Madras and Southern Mahratta	122	15	..	1	..	..	..	..	6	22	144	78	38	..	1	5	2	5	..	..	56	134	70	46	..	3	8	2	7	6	..	72	142
Rohilkund and Kumaon	12	1	..	..	..	..	..	..	..	1	13	8	3	..	2	1	1	..	..	..	8	16	7	3	..	2	2	1	..	..	..	8	15
South Indian	93	17	..	1	..	..	..	..	3	21	114	60	53	..	5	12	..	3	..	..	73	133	56	59	..	4	12	..	4	..	..	79	135
TOTAL	663	83	..	9	..	..	..	..	51	143	806	*445	*206	*..	47	56	12	16	18	1	356	*801	407	224	..	55	64	11	17	19	1	391	798
GRAND TOTAL	1,395	249	..	45	..	..	..	..	154	448	1,843	*903	*503	*..	*118	*151	*37	*33	26	1	*869	*1,772	849	542	..	125	163	36	36	28	1	931	1,780

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.§	1938.	1939.
Europeans		State-managed Railways	70·59	*47·17	45·01
		Company-managed Railways.	82·26	*55·56	51·00
		TOTAL	75·69	*50·96	47·79
Indians	Hindus — Other than Depressed classes.	State-managed Railways	16·01	*30·59	32·38
		Company-managed Railways.	10·30	*25·72	28·07
		TOTAL	13·51	*28·39	30·45
	Hindus — Depressed classes.	State-managed Railways	†	*..	..
		Company-managed Railways.	†	*..	..
		TOTAL	†	*..	..
	Muslims	State-managed Railways	3·47	*7·31	7·13
		Company-managed Railways.	1·12	*5·87	6·89
		TOTAL	2·44	*6·66	7·02
	Anglo-Indians and domiciled Europeans.	State-managed Railways	§	*9·78	10·08
		Company-managed Railways.	§	*6·99	8·02
		TOTAL	§	*8·52	9·16
Indians—*concld.*	Sikhs	State-managed Railways	§	*2·58	3·55
		Company-managed Railways.	§	1·50	1·38
		TOTAL	§	*2·09	2·62
	Indian Christians	State-managed Railways	§	*1·75	1·93
		Company-managed Railways.	§	2·00	2·13
		TOTAL	§	*1·86	2·02
	Parsis	State-managed Railways	§	*0·82	0·92
		Company-managed Railways.	§	2·24	2·38
		TOTAL	§	*1·46	1·57
	Other communities	State-managed Railways	§9·93	..	..
		Company-managed Railways.	§6·32	0·12	0·13
		TOTAL	§8·36	0·06	0·06
	TOTAL	State-managed Railways	29·41	*52·83	54·99
		Company-managed Railways.	17·74	*44·44	49·00
		TOTAL	24·31	*49·04	52·30

* Revised figures. † Depressed class Hindus were included in Hindus in 1925. § Anglo-Indians, Sikhs, Parsis and Indian Christians included in "Other communities" in 1925.

PART II.

Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways), on the 1st April 1925, 31st March 1938 and 31st March 1939.

Name of Railway.	1st April 1925.											31st March 1938.										31st March 1939.									
		Indians.											Indians.										Indians.									
		Hindus.											Hindus.										Hindus.									
	Europeans.	Other than Depressed classes.	†Depressed classes.	Muslims.	†Anglo-Indians.	†Sikhs.	†Indian Christians.	†Parsis.	†Other communities.	Total.	Total number on the Railway (columns *plus* 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (columns *plus* 22).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (columns *plus* 33).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																	
Eastern Bengal	143	106	..	5	..	..	..	..	163	274	417	50	185	..	10	143	7	3	..	3	351	401	49	191	..	12	142	8	3	..	4	360	409
East Indian	359	300	..	25	..	..	..	..	739	1,114	1,473	*305	*527	2	*61	*976	*16	*10	3	4	*1,599	1,904	285	539	2	59	974	15	10	3	5	1,607	1,892
Great Indian Peninsula	286	125	..	29	..	..	..	..	803	957	1,243	135	249	1	36	653	11	93	41	26	1,110	1,245	120	242	2	35	627	10	92	32	24	1,064	1,184
North Western	401	328	..	123	..	..	..	..	378	829	1,230	205	*389	..	230	*352	*105	24	20	9	*1,129	*1,834	198	387	..	239	339	109	22	22	11	1,129	1,827
Railway Board and miscellaneous offices.	§	§	§	§	§	§	§	§	§	§	§	1	146	..	28	16	14	6	..	..	210	211	1	140	1	28	17	14	6	..	..	206	207
TOTAL	1,689	859	..	182	..	..	..	..	2,133	3,174	4,863	*606	*1,496	3	*365	*2,140	153	*136	64	42	*4,399	*5,095	653	1,499	5	373	2,099	156	133	57	44	4,366	5,019
Company-managed Railways.																																	
Assam Bengal	22	23	..	4	..	..	..	..	46	73	95	13	38	1	5	46	4	3	..	2	99	112	13	39	1	4	44	4	3	..	..	95	108
Bengal Nagpur	333	140	..	13	..	..	..	..	403	556	889	77	242	..	21	443	17	14	3	1	741	818	67	253	..	28	463	16	19	3	..	781	848
Bengal and North-Western	81	15	..	2	..	..	..	..	59	76	107	13	24	..	10	59	..	..	1	1	94	112	15	37	1	3	66	..	..	1	..	103	118
Bombay, Baroda and Central India	155	253	..	24	..	..	..	..	506	784	939	*155	*326	*1	*29	*268	1	*45	*95	*22	787	*942	140	337	1	30	267	1	40	*99	27	802	942
Madras and Southern Mahratta	85	31	..	1	..	..	..	..	173	205	290	51	72	..	5	162	4	7	4	..	254	305	46	68	..	3	153	3	6	4	1	238	284
Rohilkund and Kumaon	6	5	..	1	..	..	..	..	13	19	25	5	3	..	2	10	..	1	..	..	16	21	3	3	..	2	14	..	..	..	..	19	22
South Indian	63	73	..	2	..	..	..	..	158	233	296	22	80	..	8	139	..	13	..	..	240	262	24	83	..	10	126	..	13	..	..	232	256
TOTAL	695	540	..	48	..	..	..	..	1,358	1,946	2,641	*341	*735	*2	*80	*1,127	26	*83	*102	*26	2,231	*2,572	308	809	3	85	1,133	24	81	106	29	2,270	2,573
GRAND TOTAL	2,384	1,399	..	230	..	..	..	..	3,491	5,120	7,504	*1,087	*2,231	*5	445	3,267	179	*219	*166	*68	*6,630	*7,667	961	2,308	8	458	3,232	180	214	163	73	6,636	7,597

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.	1938.	1939.
Europeans		State-managed Railways	34·78	*13·66	13·01
		Company-managed Railways.	26·32	*13·26	11·95
		TOTAL	31·77	*13·53	12·65
Indians	Hindus — Other than Depressed classes.	State-managed Railways	17·67	*29·36	29·87
		Company-managed Railways.	20·44	*30·52	31·38
		TOTAL	18·64	*29·75	30·38
	Hindus — Depressed classes.	State-managed Railways	‡	0·06	0·10
		Company-managed Railways.	‡	*0·07	0·12
		TOTAL	‡	*0·07	0·10
	Muslims	State-managed Railways	3·74	*7·16	7·43
		Company-managed Railways.	1·82	*3·11	3·30
		TOTAL	3·07	5·80	6·03
	Anglo-Indians and domiciled Europeans.	State-managed Railways	†	*42·00	41·82
		Company-managed Railways.	†	*43·82	43·95
		TOTAL	†	42·61	42·54
Indians—*concld*	Sikhs	State-managed Railways	†	3·00	3·11
		Company-managed Railways.	†	1·01	0·93
		TOTAL	†	2·33	2·37
	Indian Christians	State-managed Railways	†	*2·67	2·65
		Company-managed Railways.	†	*3·23	3·14
		TOTAL	†	*2·86	2·82
	Parsis	State-managed Railways	†	1·26	1·13
		Company-managed Railways.	†	*3·07	4·11
		TOTAL	†	*2·16	2·15
	Other communities	State-managed Railways	†43·86	*0·83	0·88
		Company-managed Railways.	†51·42	*1·01	1·12
		TOTAL	†46·62	*0·89	0·96
	TOTAL	State-managed Railways	65·27	*86·34	86·99
		Company-managed Railways.	73·68	*86·74	88·05
		TOTAL	68·23	*86·47	87·35

* Revised figures. † Anglo-Indians, Sikhs, Parsis and Indian Christians included in "Other communities" in 1925. ‡ Not available separately. § Not available.

103.1. It will be observed that the Indian element in the superior services has risen from 29·41 per cent. on State-managed and 17·74 per cent. on Company-managed Railways in 1925 to 54·99 per cent. on State-managed and 49·00 per cent. on Company-managed Railways in 1939. Among the Indians the percentage increase by communities in 1939 as compared with 1925 is shown below:—

—	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1939.	1925.	1939.
Hindus { other than depressed classes	16·01†	32·38	10·30†	28·07
Hindus { Depressed classes	†	..	†	..
Muslims	3·47	7·13	1·12	6·89
Anglo-Indians and domiciled Europeans.	*	10·08	*	8·02
Sikhs	*	2·55	*	1·38
Indian Christians	*	1·93	*	2·13
Parsis	*	0·92	*	2·38
Other Communities	9·93*	..	6·32*	0·13

* Anglo-Indians, Sikhs, Parsis and Indian Christians included under "Other communities" in 1925.
† Depressed classes were included among Hindus in 1925.

103.2. Turning to the subordinate staff on scales of pay rising to Rs. 250 per mensem and over, the corresponding figures are as under:—

—	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1939.	1925.	1939.
Europeans	34·73	13·01	26·32	11·95
Indians—				
Hindus { other than depressed classes.	17·67†	29·87	20·44†	31·38
Hindus { Depressed classes	†	0·10	†	0·12
Muslims	3·74	7·43	1·82	3·30
Anglo-Indians and domiciled Europeans.	*	41·82	*	43·95
Sikhs	*	3·11	*	0·93
Indian Christians	*	2·65	*	3·14
Parsis	*	1·13	*	4·11
Other Communities	43·86*	0·88	51·42*	1·12
Total Indians	65·27	86·99	73·68	88·05

* Anglo-Indians, Sikhs, Parsis and Indian Christians included under "Other communities" in 1925.
† Not available separately.

104. Representation on minority communities in subordinate railway services.—The figures given in Appendix G-II show, by communities, the number and percentage of subordinate staff (excluding labourers and inferior servants), recruited on State and Company-managed Railways during the year 1938-39.

The following figures show the over-all percentage on both State and Company-managed Railways during the five years ending with 1938-39 :—

	1934-35.		1935-36.		1936-37.		1937-38.		1938-39.	
Europeans	*		0·19		0·2		0·1		**0·1**	
Hindus	65·20		57·09		54·1		55·0		**56·0**	
Muslims	17·45		28·50		31·2		29·9		**29·9**	
Anglo-Indians and Domiciled Europeans	12·13		8·33		8·7		9·2		**7·6**	
Sikhs	1·03		1·70		2·1		2·3		**2·2**	
Indian Christians	2·95	4·64	3·49	5·51	3·1	5·5	2·8	5·6	**3·4**	**6·4**
Parsis	0·66		0·32		0·3		0·5		**0·5**	
Other communities	0·58		0·38		0·3		0·2		**0·3**	

It will be observed from the figures given above that during the year under review direct recruitment to subordinate railway services of the different minority communities, for whom percentages have been fixed by the Government of India, was satisfactory.

105. Training of staff.—*Area Schools*—(a) *East Indian Railway School of Transportation, Chandausi.*—The activities of the School were similar to those of last year except that as a result of certain recommendations made by an Inspection Committee, two new refresher courses were introduced, one for traffic inspectors and one for senior assistant station masters. The details of the number of students, etc., who passed through the school are given in the following figures. The decrease in the number of students and the decrease in gross expenditure is mainly due to the smaller number of Assistant Station Masters attending refresher courses and fewer probationary Assistant Station Masters for training. Economies effected in the cost of Instructional Staff also operated to reduce the cost per student day.

	1937-38.	**1938-39.**
Number of students attending refresher courses	709	**627**
Number of students attending training courses	193	**169**
Number of officers attending courses	6	**2**
Total number of students	908	**798**
Total number of students days	36,844	**30,692**
Expenditure	Rs. 77,645	**Rs. 59,829**
Cost per student day	Rs. 2-2	**Rs. 1-15**

(b) *Walton Training School, North Western Railway, Lahore Cantonment.*—The activities of the School continued to be of great advantage to the administration in improving the general standard of efficiency. Lectures on civility and on personnel work formed part of almost every syllabus. Practical demonstrations of work at a railway station were given to students by taking them to out-stations as experience proved that such visits were of great help to students in understanding details explained to them in the school or model rooms.

* In 1934-35 Europeans were not shown separately.

The following figures detail the number of students, etc., who passed through the School, the number being greater than in any previous year. Various measures taken made it possible to reduce the cost of the school.

	1937-38.	1938-39.
Number of students attending refresher courses	520	**513**
Number of students attending special courses	7	**3**
Number of students attending for examination only	182	**132**
Number of students attending training courses	1,025	**1,225**
Number of officers attending courses	8	**6**
Total number of students	1,742	**1,879**
Total number of students days	79,675	**85,748**
Expenditure	Rs. 2,57,000	**Rs. 2,31,000**
Cost per student day	Rs. 3-4	**Rs. 2-11**

106. Stimulation of interest of staff in their work.—In the report for 1937-38, reference was made to the recommendations of the Indian Railway Enquiry Committee regarding the desirability of inculcating in the staff greater interest in their work and a more active business outlook. Reports subsequently received from Railway Administrations indicated not only a ready acquiescence with the views of the Committee but also that Railways were working generally on the lines suggested by the Committee and that several Railways had adopted some or other of the following measures :—

(i) The extension of training facilities at railway training schools, and the provision of special courses of lectures designed to stimulate the interest of the staff in their work and improve their relations with the public.

(ii) Convening of staff conferences.

(iii) Formation of suggestion and invention committees.

(iv) Introduction of the *quota* system, an arrangement under which a definite *quota* of the earnings is prescribed for each station, the staff of which is encouraged to obtain it, being specially commended when an increase over the *quota* is obtained.

(v) Publication of railway magazines and bulletins.

(vi) Formation of lecture and debating societies and mutual improvement classes.

(vii) Maintenance of closer touch with the Railway Research Service in London.

(viii) Encouragement of officers and upper subordinates to become members of the Institute of Transport.

Each Railway Administration is aware of what is being done on other railways and will extend its activities in this matter, as circumstances warrant.

107. Improvements in the service conditions of the staff.—*Hours of Employment Regulations.*—These Regulations have been in force on the North Western, East Indian, Eastern Bengal, Great Indian Peninsula, Bombay, Baroda and Central India, Madras and Southern Mahratta and Bengal and North-Western Railways for some time now and the question of extending them to certain other Class I Railways was further examined by the Railway Board during the year. No final decision was, however, reached.

108. The Payment of Wages Act.—During the period under review difficulties were experienced particularly in regard to—

(i) the strict enforcement of section 5 (2) of the Act: and

(ii) recoveries from wages of the cost of certain amenities and services supplied.

To assist Railway Administrations to comply fully with the provisions of section 5 (2), in cases in which it was not possible for the Accounts or Audit Officer to pre-audit claims for payment within the prescribed period, the payment of wages from the earnings of the nearest railway station was authorised.

Representations were also received to the effect that the payment of wages within the period specified in section 5 (2) of the Act to temporary staff on the list of approved candidates was not practicable. The Government of India decided to exempt such Railways or persons nominated by them under section 5 (3) of the Act from the operation of sub-section (2) of section 5 in respect of the wages of the employees in question, subject however to their being paid before the expiry of the tenth day after the last day of the month in which the wages were earned.

To enable the staff to take full advantage of the amenities provided by Administrations, the Government of India authorised deductions being made from the wages of the staff concerned for the cost of coal, cinders, unserviceable sleepers and other timber, kerosene and other oils, safety-matches and cloth, sold to employees by Administrations from their own stocks for private use and at the employee's written request.

109. Welfare.—(i) *Assistance to employees for the education of their children.*—The salient features of the rules issued provisionally in September 1930 for the grant of assistance from railway funds to railway employees towards the education of their children were detailed in the Report for 1930-31. Under these rules, assistance was limited to over-riding maxima of Rs. 15 per mensem per child and Rs. 40 per mensem to any employee irrespective of the number of children. As a measure of further relief, the latter limit has been raised to Rs. 60 per mensem with effect from the 1st April 1939.

(ii) *Staff Benefit Fund.*—These have been constituted on various principal railways and are continuing to function. As in previous years, grants were made from these funds to provide amenities and relieve distress among non-gazetted railway employees and their families.

(iii) *Railway Sports.*—The eleventh annual Inter-Railway Athletic Tournament was held in the Irwin Amphitheatre at New Delhi on the 17th and 18th March 1939. Teams were entered by the Bombay, Baroda and Central India, Bikaner, Eastern Bengal, Great Indian Peninsula, Jodhpur, North Western, His Exalted Highness the Nizam's State and South Indian Railways and the Railway Board. The tournament was won by the North Western Railway for the eleventh year in succession, the South Indian Railway being the runners up. The Junior Railways Challenge Cup was won by the Jodhpur Railway. Two all-India and three Railway records were broken and two all-India records were equalled.

A Hockey tournament was held from the 9th to 15th March 1939, the competitors being the Bombay, Baroda and Central India, Great Indian Peninsula, Madras and Southern Mahratta, His Exalted Highness the Nizam's State and North Western Railways and the Railway Board. The North Western Railway beat the Great Indian Peninsula Railway in the final. The inter-Railway Officers' Golf tournament was won by the East Indian Railway.

110. Meeting with the All-India Railwaymen's Federation.—During the period under review the Railway Board met a deputation from the All-India Railwaymen's Federation in January 1939. By mutual agreement the only subject discussed at the meeting was the draft rules to serve as a model for adoption by railway Unions seeking recognition by railway administrations concerned.

111. Rules regulating the recognition of Unions by Railway Administrations.—At their meeting with the Railway Board in January 1938 the All-India Railwaymen's Federation had urged that the Conciliation

Officer who had recently been appointed should be permitted to deal with unrecognised Unions also. The Railway Board were unable to agree to this proposal, but suggested that the Federation should draw up for discussion terms for recognition of Unions. The Federation accordingly submitted to the Railway Board, a set of draft rules which were discussed at the half-yearly meeting of the Railway Board with the Federation in January 1939. As a result of this discussion, revised draft rules were drawn up detailing the " Conditions precedent to the recognition of a Union by a Railway Administration ". These were sent in March 1939, to the All-India Railwaymen's Federation and accepted by them. The instructions to be issued to Railways in this connection were under consideration at the close of the year under review.

CHAPTER IX.

AMENITIES FOR PASSENGERS.

112. This chapter is devoted to an account of some of the improvements in matters which make for the comfort and convenience of passengers,—particularly for those travelling in the lower classes.

In the past it has been customary to include in this chapter some account of the improvements in train services, but this year this subject has been dealt with in paragraph 50 of Chapter IV, as it should more properly be included under the heading " Transportation ".

The following paragraphs briefly explain the steps taken by individual railways in regard to the provision of improved types of carriages and clean and comfortable accommodation in trains, the arrangements for ensuring the safety of women passengers, the running of restaurant and buffet car services, and the improvement of amenities at stations such as refreshment rooms, vendors stalls, waiting halls, covered and raised platforms and the opening of additional booking offices and out-agencies. As the adequate supply of pure drinking water, particularly during the hot weather months, is a matter of great importance to lower class passengers, the steps taken in this connection are explained in some detail. It may be of interest to record that over 4,000 watermen were employed permanently on the Class I Railways, and these were supplemented by 2,500 temporary staff during the hot weather months, the cost of the latter amounting to more than Rs. 1 lakh on nine railways alone.

113. Introduction of new types of third class carriages.

The three broad gauge railways which built third class carriages during the year, namely the Bengal Nagpur, Bombay, Baroda and Central India and South Indian Railways adopted " six-compartment " designs agreeing generally with the sample third class coach approved by the Central Advisory Committee for Railways. On the metre gauge the Assam Bengal Railway introduced an improved " four-compartment " third class carriage design and the Bengal and North Western Railway built more " three-compartment " third class carriages with large latrines.

Indian wagon building firms were invited to submit designs for a third class bogie carriage of all-steel construction and the building of six experimental carriages to a design submitted by Messrs. Jessop & Co., was considered.

114. Measures taken to ensure security of women passengers in trains.

Railways devoted special attention to this subject. Progress was made with the fitting of additional alarm pulls in women's third class compartments on all Class I Railways and on the Assam Bengal and East Indian Railways this work was completed during the year. On the Assam Bengal Railway the number of women's compartments provided with inter-communicating windows was increased to 108. The fitting of internal safety catches to doors and windows of inter class women's compartments was continued throughout the year on the Bengal Nagpur Railway and completed on the East Indian Railway. Further progress was made with the provision of bars on the windows of third class women's compartments on the South Indian Railway.

Railways generally paid greater attention to the marshalling of trains with a view to positioning lower class women's compartments as close as

possible to either the guard's compartment or upper class accommodation. Special steps were also taken by some railways to introduce a more vigilant watch on the offside of women's compartments at night, to keep servants' compartments free from occupants other than *bonâ fide* servants and to ensure the employment of ice vendors of good character.

115. Provision of third class accommodation on fast through trains. —It is the general practice on most railways to ensure that the third class accommodation on fast through trains is not " crowded out " by passengers on short journeys, to the inconvenience of those travelling longer distances. Third class accommodation was provided on all trains run by the Bengal and North-Western, Bengal Nagpur, Eastern Bengal, Jodhpur, Rohilkund and Kumaon and South Indian Railways. On the Bombay, Baroda and Central India Railway the only trains excepted to 3rd class were the Frontier Mails between Bombay and Delhi. On the East Indian Railway all trains carried third class passengers with the exception of 5 Up and 6 Down Punjab Mails, which serve only the upper and intermediate classes. On the Great Indian Peninsula Railway the only exception was the " Deccan Queen " but 3rd class passengers could travel by the Poona Mail which ran at practically the same time of the day and took very little longer. On the Madras and Southern Mahratta Railway third class accommodation was provided on 36 Mail and Express trains. On the North Western Railway third class passengers were carried without restriction by all Express and fast through trains and also by Mail trains, on which, however, limitations were imposed as to distance.

116. Booking offices and out-agencies.

Assam Bengal Railway.—New booking offices were provided at Kaibalyadham, Chittagong Station, Sitakund and Sylhet at a total cost of Rs. 1,703. Two out-agencies were opened, *viz.*, Shillong South served *viâ* Sylhet Bazar and Madhabdi served *viâ* Narsinghdi.

There are 20 unattended halts of which 10 were previously stations. At three halts with night train stops contractors sell tickets while at the other halts passengers are attended to by the guards of trains. It has been decided to provide all halts with some form of shelter and a small booking office and those at which trains are booked to stop at night with two platform lamps.

Bengal and North-Western Railway.—During *melas* fifty-two temporary booking offices were opened at 11 stations for the convenience of pilgrims; of these nine were provided at Sonepore during the Kartic Purnamashi *mela.*

Bombay, Baroda and Central India Railway.—On the metre gauge Hapa Road and Sonai which were previously passenger halts between Himmatnagar and Sonasan and Raya and Mursan respectively, were converted to flag stations. In addition five passenger halts were opened,—these were as follows:—

Broad gauge—

Between Mehmadabad and Kanij.

Metre gauge—

Between Asarva and Naroda.

Between Renwal and Badhal.

Between Kanauj and Jasoda.

Between Kalol and Pansar.

Improvements were made in the booking windows at Nadiad station and an additional third class window was provided at Ujjain. An out-agency was opened at Chhibra Mau served by Gurasahaiganj station on the metre gauge.

Eastern Bengal Railway.—An out-agency was opened at Muktagacha, served *viâ* Baiganbari station for goods traffic and *viâ* Mymensingh Junction for the booking of passengers, luggage and parcels.

East Indian Railway.—A city booking office was opened at Moradabad.

A branch parcels office was opened jointly with the Bengal Nagpur and Eastern Bengal Railways at the premises of the " Ananda Bazar Patrika ", Calcutta, for the despatch of newspapers. Delhi Chandni Chowk and Delhi Sadar Bazar city coaching booking offices were opened for goods traffic in small lots and a system of street collection and delivery of parcels was started by the North Western Railway.

Great Indian Peninsula Railway.—A city booking office was opened at Gwalior. Temporary booking offices were opened at important fairs. Basim out-agency was opened for the booking of parcels. Eight train halts were opened at:—

Ramgaon-Rameshwar.	Pohe.
Digod.	Virul.
Bijora.	Gate Lodge No. 518.
Bairagarh.	Kubgaon.

Madras and Southern Mahratta Railway.—Train halts were opened at Machavaram, Sitampet, Kunduru and Kambalacheruvu.

The policy of opening out-agencies at points away from the line was pursued, the following eight out-agencies handling parcels and goods traffic being added:—

Out-agencies.	Serving station.	Distance (miles).
Sirsi	Hubli	63
Gajendragad	Gadag	36
Savanur	Savanur	6
Ron	Mallapur	8½
Sudi	Do.	18
Bail Hongal	Belgaum	28
Nargund	Mallapur	17½
	Bellary	35
Kampli	Hospet	19

His Exalted Highness the Nizam's State Railway.—Temporary booking offices were opened for important *jattras* and *melas*. In addition to 11 out-agencies already in operation, one more was opened at Azamabad to serve the industrial area. Thirty 5-ton lorries were put in service in the out-agency area to improve collection and delivery facilities which was very much appreciated by traders.

North Western Railway.—City booking offices were opened at Rawalpindi, Peshawar Cantonment, Ambala city, Meerut city and Jullundur city. Luggage and parcels booking offices were opened at Zafarwal, Magneja,

Sahianwala and Kot Darya Bal stations. Eight out-agencies were opened at—

Out-agencies.	Serving station.	Distance (miles).
Jansath	Khatauli	9
Shabqadar	Peshawar City	18
Miranpur	Khatauli	13
Bararkot	Havelian	47
Jalalpur Jattan	Gujrat	10
Pishin	Yaru	6½
Talagang	Chakwal	27
Joginder Nagar	Baijnath Paprola	14

Rohilkund and Kumaon Railway.—A city booking office was opened in Lucknow jointly with the Bengal and North-Western Railway.

South Indian Railway.—A booking office at the main Guard Gate and another near the Court-House of Trichinopoly were opened for the issue of tickets to specified stations and for the transport of passengers to and from Trichinopoly Junction: the Court-House booking office was, however, closed in January 1939. Out-agencies were opened at Karaikkudi Town, Cumbum and Chinnamanur. Booking offices were also opened temporarily at 12 stations during festivals. At certain places, bus services were also arranged between the stations and festival centres.

Seven train halts were opened on the broad gauge and fourteen on the metre gauge.

117. Waiting rooms and waiting halls.

Assam Bengal Railway.—Third class waiting halls were provided at Daulatganj, Kumira, Salda Nadi Rupahigaon and a waiting room for ladies at Nazira. Additional accommodation for ladies was provided on the island platform at Laksam. An additional waiting hall with latrine accommodation was built at Sitakund for the benefit of pilgrims attending the annual Sivachaturdashi *mela*. Improvements were made to waiting rooms at Baraiyadhala, Hajiganj and Kalidaha.

Bengal Nagpur Railway.—Upper and Intermediate class waiting rooms for ladies and gentlemen were provided at Raigarh. Waiting rooms were built for intermediate class passengers at Purulia and Bilaspur. Passenger shelters were also provided at Karaboh, Chandameta, Patansaongi Town and Samaswara passenger halts.

The third class waiting hall at Komatipalli was extended and that at Sausar was paved with patent stones. An improvement was made in the seating accommodation in the halls at 7 stations by the provision of cement benches.

Bombay, Baroda and Central India Railway.—New waiting halls were sanctioned at Ramganj Mandi, Khodiar, Kherol and Sareri. The existing waiting halls at Nabipur and Dholka were improved.

Eastern Bengal Railway.—An upper class waiting room was provided at Bongaigaon. The intermediate waiting rooms and third class waiting halls at 14 stations were either improved or added to according to requirements at a cost of Rs. 16,983.

East Indian Railway.—During the year the following additions were made:—

Intermediate class gentlemen's waiting rooms at 36 stations: one being for the combined use of I, II and Inter class passengers.

Intermediate class ladies waiting rooms at Lillooah, Nabadwipdham, Monghyr, Dakshineswar, Kiul and Dinapore.

Third class waiting hall at Muazzampur Naraiп.

Third class ladies waiting halls at Pakur, Sultangunge, Dhatrigram, Dankuni, Jaugram, Bansabati and Hooghly Ghat.

Great Indian Peninsula Railway.—Additional waiting halls for 3rd class passengers generally were provided at Khutwansa, Jalgaon, Ganj-Basoda and Bagra Tawa and for ladies at Victoria Terminus and Chalisgaon.

Jodhpur Railway.—An intermediate class waiting room was provided at Merta Road.

Madras and Southern Mahratta Railway.—The upper class waiting rooms on branch lines from which upper class accommodation has been withdrawn were placed at the disposal of Intermediate class passengers.

Mysore State Railway.—3rd class waiting halls and 1st and 2nd class waiting rooms were provided at Sagar station.

North Western Railway.—Upper class waiting rooms were provided at Laki Marwat and Sakrand. In the first and second class gentlemen's waiting rooms at Delhi, European style water closets were replaced by those of Indian style. Intermediate and third class waiting rooms were provided at Ludhiana, Sher Shah, Missan Kalar, Rohri, Naushaharo Feroza, Bhatinda and Narindarpura; those at Ludhiana and Rohri being for ladies travelling Intermediate class. The third class waiting halls at Maur and Alal stations were extended. A cement floor was laid in the third class waiting hall at Basal.

South Indian Railway.—Waiting shelters were provided at ten train halts. The covered way on the north side of Negapatam station was converted into a waiting hall for festival passengers.

The following statement summarises the number of waiting rooms and waiting halls provided on each Class I railway for the use of intermediate and third class passengers:—

	A. B.	B. & N. W.	B. N.	B., B. & C. I.	E. B.	E. I.	G.I.P.	Jodhpur.	M. & S. M.	Mysore State.	N. S.	N. W. C.	N. W. S.	R. & K.	S. I.
1. Total number of stations open for passenger traffic.	306	352	495	635	453	763	567	165	498	129	213	870	175	98	608
2. Number of stations at which waiting rooms or halls have been provided for intermediate class passengers:—															
(i) generally	12	5	19	1	8	148	Nil	1	6	Nil	Nil	17	3	Nil	Nil
(ii) for women only	4	10	14	1	3	56	Nil	Nil	Nil	Nil	Nil	18	2	3	Nil
3. Number of stations at which third class waiting rooms or halls have been provided:—															
(i) generally	260	250	465	483	437	399	477	113	454	111	213	694	110	95	590
(ii) for women only	131	34	69	2	320	173	15	6	11	5	2	48	12	12	13
4. Percentage of stations at which waiting rooms or halls have been provided as compared with the total number of stations open for passenger traffic:—															
(i) for intermediate class, generally	3·92	1·42	3·84	0·16	1·76	19	Nil	0·61	1·20	Nil	Nil	1·95	1·71	Nil	Nil
(ii) for intermediate class, women only.	1·31	2·84	2·83	0·16	0·66	7	Nil	Nil	Nil	Nil	Nil	2·07	1·14	3·06	Nil
(iii) for third class, generally	85·0	71·0	93·9	76·7	96·5	52	84·1	68·5	91·2	86·0	100·0	79·8	62·9	96·9	97·0
(iv) for third class, women only	42·8	9·66	13·9	0·31	72·0	23	2·65	3·64	2·21	3·88	1·00	5·52	6·86	12·2	2·14

C.=Commercial. S.=Strategic.

118. Covered and raised platforms.

The following statements show the present position in regard to platforms generally:—

118.1. Number of stations provided with covered platforms.

—	A. B.	B. & N. W.	B. N.	B., B. & C. I.	E. B.	E. I.	G.I.P.	Jodhpur.	M. & S. M.	Mysore State.	N. S.	N. W. C.	N. W. S.	R. & K.	S. I.
1. Total number of stations open for passenger traffic.	306	352	495	635	453	768	567	165	498	129	213	870	175	98	608
(i) Class D (or flag) stations . .	116	21	67	124	125	135	94	62	82	13	73	235	33	6	148
(ii) Other than class D (or flag) stations.	190	331	428	511	328	633	473	103	416	116	140	635	142	92	460
(i) Number of stations at which there are two or more platforms.	83	31	83	110	87	393	190	8	53	5	24	226	12	9	83
(ii) Total number of platforms at such stations.	196	78	176	268	232	975	452	25	151	10	58	534	30	26	220
(iii) Total number of covered platforms at such stations.	7	*Nil*	4	176	116	228	125	4	66	3	12	144	3	10	95
(iv) Percentage of (iii) to (ii) . .	3·57	*Nil*	2·11	65·7	50·0	23·4	27·6	16·0	43·7	30·0	20·7	27·0	10·0	38·5	43.2
(i) Number of stations other than class D at which there is only one platform.	107	300	381	355	246	301	312	89	363	111	128	429	131	83	377
(ii) Number of such stations at which there are covered platforms.	*Nil*	*Nil*	1	5	*Nil*	59	9	*Nil*	22	1	*Nil*	8	1	*Nil*	8
(iii) Percentage of (ii) to (i) . .	*Nil*	*Nil*	0·26	1·41	*Nil*	19·6	2·89	*Nil*	6·06	0·90	*Nil*	1·86	0·76	*Nil*	2·12

C.=Commercial. S.=Strategic.

118.2. Number of stations provided with platforms above rail level.

—	A. B.	B. & N. W.	B. N.	B., B. & C. I.	E. B.	E. I.	G.I.P.	Jodhpur.	M. & S. M.	Mysore State.	N. S.	N. W. C.	N. W. S.	R. & K.	S. I.
1. Total number of stations open for passenger traffic.	306	352	495	635	453	768	567	165	498	129	213	870	175	98	608
(i) Class D (or flag) stations . .	116	21	67	124	125	135	94	62	82	13	73	235	33	6	148
(ii) Other than class D (or flag) stations.	190	331	428	511	328	633	473	103	416	116	140	635	142	92	460
(i) Number of stations other than flag stations at which there are more than one platform.	83	31	76	100	82	369	161	8	53	5	11	213	12	9	83
(ii) Total number of platforms at such stations.	196	78	159	247	220	933	394	25	151	10	32	508	30	24	220
(iii) Total number of platforms at such stations above rail level.	13	64	132	233	188	605	314	18	151	7	31	385	23	20	150
(iv) Percentage of (iii) to (ii) . .	6·63	82·1	83·0	94·3	85·5	64·8	79·7	72·0	100·0	70·0	96·9	75·8	76·7	83·3	68·2
(i) Number of stations at which there is only one platform.	223	321	435	490	366	361	344	151	445	124	189	633	163	87	525
(ii) Number of such stations at which platforms are above rail level.	3	157	123	203	182	177	196	8	283	41	73	189	84	27	277
(iii) Percentage of (ii) to (i) . .	1·35	48·9	28·3	41·4	36·0	49·0	57·0	5·30	63·6	33·0	38·6	29·9	51·5	31·0	52·8

C.=Commercial. S.=Strategic.

119. Refreshment rooms for Hindus and Mahomedans.

The table below shows the number of stations on Class I Railways, provided with refreshment rooms for Hindus and Mahomedans on 31st March 1939, and of these the additions that were made during 1938-39.

Name of Railway.	Number of stations provided with refreshment rooms for the use of			Number of refreshment rooms which were provided during the year.		
	Hindus and Mahomedans.	Hindus only.	Mahomedans only.	Hindus and Mahomedans.	Hindus only.	Mahomedans only.
Assam Bengal	6	6	5	2	..	..
Bengal and North-Western	..	10	10	..	..	..
Bengal Nagpur	17	..	6	..	1	1
Bombay, Baroda and Central India	..	10	5	..	1	1
Eastern Bengal	9	5	..	..	1	1
East Indian	14	5	4	..	..	..
Great Indian Peninsula	6	1	..	..	1	1
Jodhpur	3	1	..	..	..	..
Madras and Southern Mahratta†	..	28*	5	..	..	..
Mysore State	2	17	2	..	..	..
His Exalted Highness the Nizam's State.	10	..	..	..	..	..
North Western	22	..	..	..	..	..
Rohilkund and Kumaon	1	..	..	..	..	..
South Indian	28	..	5	..	..	1

* Hindu refreshment rooms, though run on Hindu lines supplying vegetarian Hindu food, are open to other communities also.
† One Indian Christian refreshment room is also run at Mormugao Harbour.

120. Vendors' Stalls in waiting halls and on platforms.

At the end of this paragraph is a statement showing the number of stations at which vendors' stalls were in existence on each railway on the 31st March 1939. The following are particulars of additions or improvements made during the year :—

Assam Bengal Railway.—The kitchen of the Hindu stall at Chaparmukh was extended and a chimney provided in the Mahomedan tea stall at Tinsukia. Portable tea tables on rubber tyred wheels were supplied to the Hindu and Mahomedan stalls at Akhaura. Hindu and Mahomedan stalls were opened at Sholashahar Junction.

Bengal and North-Western Railway.—Stalls were opened at Thana Bihpur, Mettiah, Narkatiaganj and Sitamarhi.

Bombay, Baroda and Central India Railway.—A new stall was provided at Bijainagar (metre gauge).

Eastern Bengal Railway.—Darsana, Kushtia Court, Mallickpur, Champahati, Akra, Tangla and Alipur Duar were provided with stalls and additional stalls were opened at Katihar, Dinajpur, Naihati and Ranaghat.

East Indian Railway.—Two stalls were opened at Allahabad and one each at the following stations :—

Suri.	Khurja.
Chheoki.	Aligarh.
Naini.	Tundla.
Cawnpore Central.	

Madras and Southern Mahratta Railway.—A departmental stall serving light refreshments was opened at the north end of Bezwada station.

North Western Railway.—Badin was provided with a stall. Additional tea stalls were provided at Tando Adam, Nawabshah, Shikarpur and Kotri. The tea table at Kotri was replaced by a stall.

South Indian Railway.—New tea stalls were provided at Madras Beach, Arkonam, Tanjore, Dindigul, Rameswaram and Trichinopoly Fort and fruit

stalls at Saidapet, Dindigul, Palghat, Salem Junction, Trichur, Salem Market, Salem Town and Mettur Dam.

The following statement summarises the number of stations on Class I Railways, at which there were vendors' stalls:—

Railway.	Number of stations at which stalls were in service on 31st March, 1939.	Number of stalls opened during the year.
Assam Bengal	91	2
Bengal and North-Western	39	4
Bengal Nagpur	81	..
Bombay, Baroda and Central India	137	1
Eastern Bengal	84*	11
East Indian	118	9
Great Indian Peninsula	131	..
Jodhpur	19	..
Madras and Southern Mahratta	127	1
Mysore State	18	4
His Exalted Highness the Nizam's State	46	..
North Western	127	5
Rohilkund and Kumaon	13	..
South Indian	103	14

* Does not include stalls provided on three ferry services.

121. Water supply for passengers.

Assam Bengal Railway.—Large stations.—Water taps are provided on the platforms of important stations and English filters of the Berkfeld type are in use at 22 stations. At 6 important stations portable water barrows are made available.

Small stations.—Water treated with electrolytic chlorine is stored in earthenware pots placed on wooden stands. At 43 stations where watermen were not employed, station staff supplied water. Additional water supply arrangements were made at Laksam, Feni, Sonaimuri and Chandranathpur at a cost of approximately Rs. 15,000 to ensure an ample supply of drinking water both to passengers and staff.

Bengal and North-Western Railway.—Large stations.—Hydrants are provided in adequate numbers on station platforms. Watermen provided with wheeled water tanks and buckets also supplied water to passengers in trains.

Small stations.—Fresh cool drinking water is kept stored in buckets in station verandahs and supplied to passengers in trains by watermen or other staff specially deputed for the purpose. At engine watering stations hydrants are provided for supply of fresh water to passengers.

The following additional arrangements were made during the year at an approximate cost of Rs. 3,600:—

Separate arrangements for the supply of drinking water at Darbhanga.

Provision of one Gujranwala pump at Katarnian Ghat and two at Ajodhya Ghat.

Tube wells at Muhammadpur and Jogiara.

146 watermen were engaged temporarily during the hot weather to supplement the permanent staff.

Bengal Nagpur Railway.—Large stations.—Water taps are provided on station platforms and in waiting halls. Watermen also attend passenger trains with water in drums on wheels; the water being kept cool in specially designed shelters.

Small stations.—171 drums on wheels are used by watermen for supplying water to passengers in trains. 106 additional watermen were engaged during hot weather months.

Drinking water shelters were provided at Ghatsila, Bhubaneswar and Baitarani Road and a tube well at Bir-Shibpur.

Bombay, Baroda and Central India Railway.—Hydrants are provided at suitable points on platforms and in waiting halls. Water huts are also erected for storing cool water in earthenware pots. Hindu and Mahomedan watermen distribute water to passengers in trains.

Small stations.—Watermen distribute cool drinking water stored in special huts on the platforms.

Hydrants were provided at two more stations and masonry water huts at 10 others at a total cost of about Rs. 2,000.

141 temporary watermen were employed during the hot weather.

Eastern Bengal Railway.—Watermen distribute water to passengers in trains and on platforms. In the hot weather the regular staff are assisted by employees temporarily appointed for the purpose.

An additional double water tap at Ballygunge, water tap connections to the tube well at Calcutta South, overhead covering for drinking water tank at Bogra, two water scoop tanks at Lalmanirhat and Amingaon, tube wells at Gaibanda, Lalmanirhat and Chowdhurani were the chief additional facilities provided at a cost of about Rs. 1,300.

East Indian Railway.—Large stations.—Trolleys carrying earthen *mutkas* containing cool drinking water are in service for supplying water to passengers in trains: there are also water taps and drinking water fountains.

Small stations.—Drinking water is kept stored in earthen *mutkas* embedded in sand: during hot weather months temporary watermen take the cool water in buckets and distribute it to passengers in trains. The *mutkas* are changed at fixed intervals.

678 watermen were temporarily employed.

Great Indian Peninsula Railway.—Earthen *chatties* filled with cool drinking water are kept at all stations. Watermen meet each train and distribute cool drinking water to passengers. Water cans with spouts are used for dealing out water as this is sanitary and prevents wastage.

At 22 stations hand propelled lorries were used with success for the transport of water within station limits and it is intended to introduce them at other stations.

Jodhpur Railway.—Large stations.—In addition to water taps on platforms, huts are provided for storing cool drinking water. Charitable organisations were also afforded facilities for supplying water on station platforms to passenger trains and in passenger sheds.

Small stations.—At the majority of stations, water huts with watermen in attendance, were provided for the storage of cool drinking water.

24 additional watermen were engaged during the hot weather months at a cost of Rs. 1,700.

Madras and Southern Mahratta Railway.—The standard arrangement for the supply of drinking water to passengers at all stations is the provision of one or more 5-gallon earthenware pots fitted with brass cock and a tin lid placed on stands at suitable points. Also, wherever possible, water taps are provided on platforms. Permanent watermen are employed and additional watermen are put in service during the hot weather months.

Mysore State Railway.—Large stations.—Water taps supplying filtered drinking water are installed at the following stations:—

Mysore.	Bangalore.	Davangere.
Channapatna.	Bhadravati.	Krishnaraja Sagara.

Small stations.—Watermen are employed for supply of water to passengers.

13 additional watermen were temporarily employed for the hot season.

His Exalted Highness the Nizam's State Railway.—Large stations.—Water taps are provided at all large stations and at engine watering stations. Watermen are also employed for the supply of drinking water to passengers in trains.

Small stations.—Water is kept in earthen pots for the use of passengers. During the hot weather temporary watermen are employed wherever necessary.

During the hot weather, drinking water was supplied by travelling watermen in all passenger and mixed trains and 39 watermen were temporarily employed at a cost of Rs. 1,900.

North Western Railway.—Large stations.—Earthen pots filled with cold drinking water are placed in water shelters in waiting halls and platforms from which the requirements of passengers are met. Tube wells with hand pumps are provided at certain stations. Hand barrows are in use to facilitate the supply of cool drinking water to passengers in trains. The earthen vessels used for storing water are changed at specified intervals to ensure cleanliness. Both Hindu and Mahomedan watermen are employed at large stations.

Small stations.—Passengers are served by station and travelling watermen. Water hydrants are also provided at certain important stations. Watermen have instructions to give prior attention to requests from ladies and children.

864 additional watermen were employed during the hot weather months at an approximate cost of Rs. 72,600.

Rohilkund and Kumaon Railway.—Large stations.—Hydrants and taps are provided on platforms. Watermen also supply water to passengers in trains from hand carts.

Small stations.—Watermen attend trains at all stations. 38 temporary watermen were engaged during the hot weather months at a cost of Rs. 1,000.

South Indian Railway.—Large stations.—Hydrants are provided on platforms in addition to water drums and tubs placed at suitable points. Water carriers are detailed to supply water to passengers in trains.

Small stations.—Drums provided with stop cocks filled with cool drinking water, are kept in cages on platforms for the use of passengers. Hydrants are also provided on platforms at some stations. On sections where water scarcity is felt, water tanks are run for the supply of water to passengers as well as staff.

One double tapped hydrant on the platform and one opposite the second class waiting shed were opened at Kodaikanal Road. Improvements to the water supply were made at five stations.

122. Restaurant or buffet car services.

Assam Bengal Railway.—A dining car catering in the European style was run on the express trains between Chittagong and Bhairab Bazar up to 1st October 1938 after which it was replaced by kitchen car.

Owing to poor patronage the kitchen cars running between Pandu and Tinsukia on the Up and Down Assam Mails were withdrawn from 1st October 1938 and put on to the Up and Down Chittagong-Mymensingh Express in place of the dining cars.

Bengal Nagpur Railway.—Restaurant cars catering in the European style were run on—

The Bombay Mails between Howrah and Nagpur.

The Madras Mails between Howrah and Vizianagram.

Bombay, Baroda and Central India Railway.—Restaurant cars catering in the European style were run on the following trains:—

The Frontier Mails between Bombay and Delhi.

The Sind and Delhi Mails between Ahmedabad and Ajmer.

The "Delhi" Express trains between Delhi and Ahmedabad.

Third class carriages with Indian dining compartments, separately for Hindus and Mahomedans, were run on the following trains:—

The Kathiawar Expresses between Bombay Central and Viramgam.

The "Delhi" Express trains between Bombay Central and Delhi.

The "Flying Ranee" between Bombay Central and Surat.

On the Ahmedabad Mails running through to and from Bhavnagar Para a Hindu dining compartment was run between Ahmedabad and Dhandhuka.

Eastern Bengal Railway.—Restaurant cars catering in the European style were run on:—

The Assam Mails between Calcutta and Parbatipur.

211 Up and 212 *Cum* 228 Down passenger trains between Parbatipur-Lalmanirhat.

East Indian Railway.—European style restaurant cars were run on:—

The Delhi-Kalka Mails between Moghalsarai and Delhi.

The Bombay Mails between Moghalsarai and Chheoki.

The Punjab Mails between Howrah and Lhaksar.

The "Delhi" Expresses between Howrah and Delhi.

At the suggestion of the Advisory Committee Messrs. Kellner & Co. provided selected Indian dishes in the Dining cars.

Indian restaurant cars with separate kitchens for Hindus and Mahomedans were in service on—

The Punjab Express trains between Howrah and Dinapore.

The "Upper India" Express trains between Moghalsarai and Delhi.

Great Indian Peninsula Railway.—Restaurant cars catering in the European style were run on 18 trains, including the Deccan Queen and Imperial Indian Mail which ordinarily run once a week in each direction. Indian restaurant cars were run on two trains and buffet cars on four trains.

Jodhpur Railway.—Restaurant cars catering in the European style were run on the Hyderabad (Sind) Mails between Marwar Junction and Hyderabad (Sind). Indian refreshment cars were run on—

The Hyderabad (Sind) Mails between Marwar Junction and Hyderabad (Sind).

11 Up and 12 Down trains between Hyderabad (Sind)-Hyderabad (Sind) *viâ* Mirpur Khas, Pithoro and Jhudo.

9 Up and 10 Down mixed trains between Jodhpur-Hyderabad (Sind).

29 Up and 30 Down mixed trains between Degana-Sujangar.

Indian buffet cars providing light refreshments were run between Jodhpur and Phalodi on 73 Up and 74 Down mixed trains.

Madras and Southern Mahratta Railway.—Restaurant cars catering in the European style were run on the following trains:—

Madras-Calcutta Mails between Bezwada and Samalkot.

Down Mail to Calcutta between Madras and Gudur.

Bombay-Madras Mail from Guntakal to Nandalur.

Madras-Bombay Express from Nandalur to Guntakal.

Bangalore-Guntakal Passenger from Dharmavaram to Guntakal.

Bangalore-Guntakal Mail from Guntakal to Dharmavaram.

Restaurant cars catering in the Indian style were operated on the—

Broad gauge—

The Bangalore Expresses between Madras and Bangalore.

The Bangalore Passengers between Madras and Bangalore.

The Grand Trunk Expresses between Madras and Bezwada.

The Puri Passenger between Bezwada and Waltair.

Metre gauge—

The Poona Mails between Hubli and Miraj.

The Poona Expresses between Harihar and Hubli.

The Poona Expresses between Miraj and Poona.

The Belgaum Passengers between Belgaum and Poona.

Nos. 73 and 74 Passenger trains between Guntakal and Hubli.

Nos. 13 and 14 Passenger trains between Bezwada and Guntakal.

Nos. 67 and 68 Passenger trains between Hindupur and Guntakal

* Nos. 39 and 40 Passenger trains between Hubli and Miraj.

Mysore State Railway.—Buffet cars were run on four trains.

His Exalted Highness the Nizam's State Railway.—Four bogie Indian buffet cars continued to run on—

1 Up and 2 Down Passenger between Wadi and Bezwada.

7 Up and 8 Down between Bezwada and Hyderabad.

North Western Railway.—Dining cars catering in the European style were run on—

Up Karachi Mail between Karachi and Kotri.

The Karachi Mails between Rohri and Lahore.

The Quetta Mails between Karachi and Rohri.

The Frontier Mails between Lahore and Rawalpindi.

Down Calcutta Mail between Lahore and Jullundur city.

Dining cars catering in the Indian style were run on—

The Bombay Expresses between Delhi and Lala Musa.

The Karachi Mails between Rohri and Lahore.

Rohilkund and Kumaon Railway.—Restaurant cars catering in the European style were run on the Agra-Kathgodam Express trains.

South Indian Railway.—Dining cars catering in the European style were run on—

The Indo-Ceylon Express trains between Trichinopoly Junction and Dhanushkodi.

The Blue Mountain Expresses between Erode and Mettupalaiyam during the Hill season.

Indian buffet cars providing light refreshments were run on—

The Dhanushkodi Fast Passengers between Madras (Egmore) and Dhanushkodi.

The Trivandrum Fast Passengers between Madras (Egmore) and Trivandrum.

The Shencottah Passengers between Madras (Egmore) and Shencottah.

An Indian buffet car was run as an experimental measure between Trichinopoly Junction and Tuticorin on the Up and Down Tuticorin Express from 1st October 1938 but had to be cancelled during March 1939 owing to poor patronage.

* Cancelled on and from the 1st October 1938.

The following summarises the restaurant car services during 1938-39 :—

Railway.	Number of trains on which restaurant cars were run, catering in		Number of trains on which buffet cars were run.	Remarks.
	European style.	Indian style.		
Assam Bengal	2*	..	..*	* Restaurant cars up to 1st October and thereafter kitchen cars.
Bengal Nagpur	4	..	..	
Bombay, Baroda and Central India	6	8	..	
Eastern Bengal	4	..	..	† Refreshment cars.
East Indian	8	4	..	‡ Includes up and down Deccan Queen and Imperial mail run ordinarily once a week.
Great Indian Peninsula	18‡	2	4	
Jodhpur	2	8†	2	
Madras and Southern Mahratta	6	22†(a)	..	
Mysore State	..	..	4	
His Exalted Highness the Nizam's State.	..	..	4	
North Western	8	4	..	
Rohilkund and Kumaon	2	..	..	§ Excludes 2 buffet cars run for 6 months.
South Indian	4	..	6§	

(a) Excludes two trains from which the buffet cars were cancelled from 1st October 1938.

123. Improvements carried out in existing lower class carriages.

Improvements in lower class carriages for the benefit of passengers continued to be carried out on all railways whenever possible.

On the Assam Bengal and South Indian Railways footboards were provided on a number of intermediate and third class coaches to facilitate entry and exit at low level platforms. In addition the former railway fitted 104 cushions of intermediate class carriages with imitation leather thus substituting canvas coverings which tended to become unhygienic. Furthermore in 38 inter and thirds the wooden floors were replaced by a special flooring composition of indigenous manufacture which permitted adequate cleansing and more sanitary conditions. For intermediate class passengers the Bengal Nagpur Railway fitted steps on partition walls on certain coaches for upper berth users, besides adjustable safety ropes. Amongst other improvements carried out were the fitting of many third class carriages on the Assam Bengal Railway with an improved type of seat and a general raising of the standard of illumination in many lower class units of the Bengal Nagpur and East Indian Railways. The system of illuminating ladies plaques on outside carriage panels was continued and expanded on the Assam Bengal to cover intermediate and third class compartments.

Six third class carriages were built on the Eastern Bengal Railway to an approved design whereby seating is arranged to accommodate small parties and the seats are still such as to allow of full length reclining. To enable more width per passenger to be attained, the Rohilkund and Kumaon Railway commenced internal modifications to a certain proportion of third class stock.

124. Improvements carried out in the latrines of lower class stock.—The improvement of latrines in lower class carriages continued to receive the attention of railways.

Latrine accommodation was improved and more latrines per coach were provided in a number of carriages on the Bengal Nagpur Railway. On the Bengal and North Western Railway non-latrined coaches, which passed through shops for rebuilding, and coaches fitted with old type latrines were fitted with an improved type. On the Rohilkund and Kumaon Railway a number of carriages which passed through shops for rebuilding were provided

with three latrines of an improved type instead of two as heretofore. On the Jodhpur Railway latrines of six carriages were enlarged to provide a minimum space of 12 sq. ft., whilst the work of enlarging floor area of latrines in all lower class coaches in regular service on the North Western Railway was completed. In addition 24 metre gauge coaches on the South Indian Railway were provided with latrines.

The illumination of third class latrines by electricity on the Assam Bengal Railway was practically completed, there being only 17 vehicles outstanding. Frosted glass windows were fitted as the now standard practice. On the Madras and Southern Mahratta Railway a separate light inside each latrine was provided in newly built coaches as well as in old carriages which passed through shops. The latrine windows of all-steel coaches on the North Western Railway were altered to give a more adequate ventilation.

The Assam Bengal Railway fitted brackets for holding *lotas* and soap in the standard size latrines of 178 intermediate and third class carriages and iron coat and hat hooks in all intermediate and third class latrines. Coat hangers, shelves for *lotas*, and *lota* filling taps were provided in all newly constructed and rebuilt coaches on His Exalted Highness the Nizam's State Railway.

In order to obtain more sanitary conditions an improved type of automatic flushing arrangement was provided in the intermediate and third class latrines of 513 carriages on the Assam Bengal Railway and enamelled pans together with hygienic composition floorings were introduced in intermediate class latrines for female passengers on all Mail and Express rakes on the Bengal Nagpur Railway. The six third class broad gauge carriages built on the Eastern Bengal Railway also provided improved pattern latrines with automatic flushing arrangements. On the Jodhpur Railway 19 carriages were provided with overhead water tanks for latrine flushing, whilst on His Exalted Highness the Nizam's State Railway the flushing arrangements of latrines of newly constructed coaches and rebuilt coaches were fitted with additional water exits. This modification was also carried out by the North Western Railway on many third class coaches.

For the amenity of intermediate class passengers the Assam Bengal and Eastern Bengal Railways fitted wash basins and mirrors in the toilet compartments on certain rakes. This is the commencement of a scheme for general fitment, on all new stock on all railways.

125. Arrangements to ensure cleanliness of latrines in passenger trains.

Assam Bengal Railway.—The Train Examiners at terminal stations are required to give special attention to the cleaning of bath rooms in upper class carriages and latrines in intermediate and third class carriages. At all intermediate Train Examining Stations, the Examiner on duty is expected personally to ask passengers travelling in the upper classes if they require their compartments swept out and, if so, to arrange for this to be done. The Train Examiners at all stations must arrange for a sweeper to attend each train with water, disinfectants, etc., thoroughly to clean the latrines in every carriage. At terminal stations, Train Examiners are personally responsible that the route tanks in all carriages are drained, cleaned out and refilled with fresh water. Overhead watering arrangements are available at seven important stations. District and Assistant Officers make frequent inspections.

Bengal and North-Western Railway.—Latrines in trains are cleaned and disinfected every morning at carriage examining stations under the supervision of Carriage Examiners.

Bengal Nagpur Railway.—The carriage examining staff pay special attention to this matter. To facilitate the cleaning and disinfecting of latrines, particularly in lower class carriages, small portable tanks containing disinfecting fluids are strapped to the back of sweepers detailed for this duty.

Bombay, Baroda and Central India Railway.—The tanks of carriages are filled at starting stations and replenished at large stations *en route* by special staff. On the broad gauge, notices giving the names of stations at which sweepers are available, are exhibited in lavatories of third class carriages with the request that the public requisition their services through the guard or station staff.

On the metre gauge Train Examiners ensure that latrines of carriages are properly cleaned at starting stations and also within the stoppage time at stations *en route* where carriage cleaning staff are posted.

Eastern Bengal Railway.—The latrines in all carriages are washed, cleaned and disinfected at terminal stations, and special arrangements are made for cleaning at three intermediate stations on the broad gauge and four selected stations on the metre gauge. Sweepers are also on duty at other stations to attend to through trains. Arrangements are in force for filling the tanks of intermediate and third class carriages at 11 stations.

East Indian Railway.—At all important stations latrines of carriages are thoroughly cleaned and disinfected and roof tanks are replenished. At all train examining stations, sweepers are deputed to sweep out compartments and clean out latrines on request from passengers.

Great Indian Peninsula Railway.—During the "lay off" period between trips all latrines in trains are thoroughly scrubbed, flushed, disinfected and inspected. Water tanks in third class carriages are filled at starting stations as also at specified stations *en route*. The duties of carriage and station sweepers are so arranged that the maximum number of sweepers are available to clean latrines in trains during the stopping time. At certain other stations sweepers are present on platforms with necessary equipment.

Jodhpur Railway.—Carriage tanks are filled at terminal stations and at intermediate engine changing stations. Station masters depute sweepers to attend to latrines on trains if and when desired by passengers.

Madras and Southern Mahratta Railway.—Tanks on all trains are filled with water and latrines cleaned at starting stations and at suitable stations *en route*. The experiment initiated in 1937 on the Guntakal District under which travelling sweepers were deputed to accompany trains on their run in the early hours of the morning proved very satisfactory and hence it has been extended all over the railway.

Mysore State Railway.—Water tanks are filled at selected stations. A special staff of sweepers clean the latrines at all starting stations and at certain important junctions or engine changing stations *en route* in case of long distance through trains. The guards of trains and station masters also arrange for the services of sweepers on request of passengers.

His Exalted Highness the Nizam's State Railway.—Water tanks in carriages of all trains are filled at terminal and junction stations. The latrines of passenger carriages are cleaned by sweepers at all junction stations in the early hours of the morning under the supervision of subordinate executive and supervisory staff.

North Western Railway.—The tanks of carriages are filled at starting stations and *en route*. Sweepers are deputed to attend trains on their arrival in yards or on platforms to clean the latrines in the carriages. A strict watch is kept by the supervising staff to ensure thorough cleaning.

Rohilkund and Kumaon Railway.—At all principal stations, whether starting or intermediate, the tanks of all passenger trains are filled. At all carriage examining stations sweepers clean and disinfect latrines.

South Indian Railway.—The latrines in carriages on trains are cleaned at starting and at important junction stations *en route*.

126. Overcrowding in third class carriages.

New time-tables are introduced twice a year, at the beginning of the hot and the cold weather seasons. The opportunity is then taken to increase or

decrease train services, and generally to adjust time-tables as the requirements of traffic have indicated and according to the desires expressed by the public. The draft time-tables are in some cases discussed with Local Advisory Committees. Traffic requirements are gauged by the close watch kept on train services by the station and train-checking staff and by periodical census. It may also be mentioned that the results of the census taken at the time when traffic is usually most brisk are placed before the Local Advisory Committee for their information and advice.

During the course of the census it is sometimes found that certain carriages are overfull whereas in other parts of the train there is ample spare accommodation. In such cases the inconvenience caused to some passengers is the result of parties wishing to travel together and no amount of persuasion on the part of the railway staff will make them agree to do otherwise.

127. Suggestion (or complaint) books.

In the past it was the custom on most railways to insert notices in their time-tables and, in some cases, in carriages, inviting passengers to forward suggestions or complaints to certain authorities mentioned,—which practice still continues. But more recently arrangements have also been made for the provision of special books or boxes at stations and in dining cars in which passengers may record or place such communications. Information of the steps taken by the Class I Railways was included in some detail in the Report for 1937-38; so it seems unnecessary to go into the same detail here. It may, however, be mentioned that the Assam Bengal and the North Western Railways have substituted locked boxes for the complaint books previously in use, and the North Western Railway have also provided writing pads and pencils as a further convenience.

The fact that these complaint books or boxes exist and where they are to be found is notified in the published time-tables and in notices, in the languages appropriate to the locality, displayed on special boards at the stations concerned.

It may perhaps be particularly mentioned that in addition to providing such books at 123 stations (as opposed to 57 last year), the East Indian Railway maintain them at certain important goods sheds.

On the Eastern Bengal Railway, complaint books are available with the guard of all through passenger trains, and the attention of passengers is invited to this by notices in the carriages.

CHAPTER X.

MISCELLANEOUS.

128. Accidents.—The following are the details of major accidents which occurred during the year :—

On the 15th April 1938, while an empty mela rake was being placed in a mela siding at Hardwar station on the East Indian Railway, the rear bogie was backed through the buffer stop and the palisade fencing of a pilgrim enclosure in which a number of passengers were waiting to be admitted to the platform. Three pilgrims were killed and 39 injured, of whom five subsequently died in hospital.

On the 7th June 1938, No. 5 Up Punjab Mail derailed at mile 191/13 between Muthroopore and Sankarpur block huts on the East Indian Railway, resulting in the death of two persons and injuries to 41. The approximate damage to the engine and rolling stock amounted to Rs. 90,000 and to the permanent-way Rs. 600. The accident was due to sabotage.

On the night of August 20th-21st, 1938, No. 11 Shencottah Passenger from Madras to Shencottah plunged into a breach between Ayyalur and Vadamadura on the South Indian Railway, caused by phenomenal floods due to a cloudburst, resulting in the death of 33 and injuries to 81 persons. The approximate damage to rolling stock and the permanent-way amounted to Rs. 82,000 and Rs. 530 respectively.

On the 10th September 1938, while No. 423 Down mixed passenger train was travelling between Warora and Majri on the Great Indian Peninsula Railway, a pair of wheels of one of the wagons derailed at mile 521/3 and was dragged along the ballast bending tie bars and breaking the pot sleepers. As a result six wagons and two parcel vans derailed and capsized and two passenger bogies derailed. The accident resulted in injury to two persons and damage to rolling stock amounting to Rs. 21,849.

On the 16th October 1938, No. 8 Down Punjab Express derailed when approaching Bhadaura station on the East Indian Railway, resulting in the death of one and injuries to 40 passengers, and damage to rolling stock and permanent-way amounting to Rs. 4,743 and 1,718 respectively. The accident was due to sabotage.

On the 25th November 1938, while No. 4 Up Frontier Mail was entering Morwani station on the Bombay, Baroda and Central India Railway, the engine tender derailed and the bogie carriage following derailed and capsized. Dr. Wilkinson, Chief Medical Officer of the railway, the occupant of the capsized carriage, died very shortly after the accident from heart failure, due to shock.

On the 12th January 1939, No. 9 Up Dehra Dun Express derailed between Chichaki and Hazaribagh on the East Indian Railway, resulting in the death of 21 and injuries to 77 persons. This accident was also the result of sabotage.

129. Review of Accident Statistics.—(*a*) The following table shows the number of passengers, railway servants and other persons killed and

injured in accidents on Indian Railways, exclusive of casualties in railway workshops, during the year 1938-39 as compared with the previous year :—

Cause.	Killed.		Injured.	
	1937-38.	1938-39.	1937-38.	1938-39.
A.—Passengers.				
(i) In accidents to trains, rolling-stock, permanent-way, etc.	105	66	174	272
(ii) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	214	214	818	973
(iii) In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	1	..	14	19
Total .	320	280	1,006	1,264
B.—Railway servants.				
(i) In accidents to trains, rolling-stock, permanent-way, etc.	18	17	107	152
(ii) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	185	155	3,258	3,487
(iii) In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	30	27	8,773	9,860
Total .	233	199	12,138	13,499
C.—Other than passengers and railway servants.				
(i) In accidents to trains, rolling-stock, permanent-way, etc.	61	26	80	69
(ii) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,714	2,934	773	818
(iii) In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	42	35	114	159
Total .	2,817	2,995	967	1,046
GRAND TOTAL .	3,370	3,474	14,111	15,809

(*b*) Of the total of 3,474 persons killed, 2,995 or 86 per cent. were other than passengers and railway servants and of this number 2,186 were trespassers and 641 were reported to be suicides. Furthermore 62 persons were killed on railway premises otherwise than during the movement of trains, vehicles, etc.

(*c*) As compared with the previous year, persons other than passengers and railway servants killed increased by 178 principally under the heads " trespassers " (57) and " Suicides " (146), but there was a decrease of

40 and 34 in the number of fatal accidents to " Passengers " and " Railway servants " respectively.

In considering these figures it should be borne in mind that there was an increase of about 2·4 millions in passenger and mixed train miles as compared with the previous year. This is reflected in the figures given in the following statement which shows the number of passengers killed and injured in train accidents only, *i.e.*, collisions, derailments, etc., during the last five years as compared with the number carried :—

Year.	* Number of passengers carried (in millions.)	KILLED.		INJURED.	
		† Number.	Per million passengers carried.	† Number.	Per million passengers carried.
1934-35	502	14	0·03	63	0·13
1935-36	506	5	0·01	87	0·17
1936-37	512	11	0·02	67	0·13
1937-38	545	105	0·19	174	0·32
1938-39	**559**	**39**	**0·07**	**154**	**0·28**

* Represents total of numbers carried on all railways.

† Excludes train wrecking and attempted train wrecking.

(*d*) On class I Railways the number of railway servants killed in accidents due to the movement of trains, railway vehicles, exclusive of train accidents, decreased by 30 whereas the number injured increased by 230.

The following table analyses the main causes for these accidents :—

Cause.	KILLED.		INJURED.	
	1937-38.	1938-39.	1937-38.	1938-39.
(i) Misadventure or accidental	126	101	3,052	3,299
(ii) Want of caution or misconduct on the part of the injured person.	54	47	147	138
(iii) Want of caution or breach of rules, etc., on the part of servants other than the person injured.	..	2	29	21
Total	180	150	3,228	3,458

(*e*) The following statement analyses the accidents which occurred during the last two years, grouped under certain principal heads. A statement

showing the accidents in greater detail for each railway will be found in Appendix D of Volume II of this report:—

	1937-38.	1938-39.
1. Running over cattle	9,191	**8,781**
2. Derailments not involving passenger trains	3,361	**3,486**
3. Accidents due to failure of couplings and draw gear	1,966	**2,016**
4. Accidents due to failure of engines owing to faulty material, workmanship and operation arising from the working of the running staff	1,671	**1,728**
5. Accidents due to failure of engines owing to faulty material and workmanship in the Mechanical Department	429	**423**
6. Broken rails	316	**358**
7. Derailments of passenger trains	258	**274**
8. Accidents due to other rolling stock failures	274	**249**
9. Running over obstructions (other than those included under "Train wrecking", "Attempted train wrecking" and "Trains running into road traffic at level crossings")	157	**213**
10. Fires in trains or at stations or bridges	224	**187**
11. Collision involving goods trains or goods vehicles	182	**186**
12. Land-slips	45	**135**
13. Flooding of permanent-way	90	**117**
14. Trains running into road traffic at level crossings	116	**94**
15. Attempted train wrecking	73	**83**
16. Passenger trains running in the wrong direction through points but not derailed	53	**60**
17. Collisions involving passenger trains	48	**39**
18. Collisions between light engines	33	**36**
19. Accidents due to failure of axles	45	**32**
20. Accidents due to failure of tyres and wheels	13	**20**
21. Accidents due to failure of brake apparatus	22	**17**
22. Failure of bridges, tunnels, etc.	8	**9**
23. Train wrecking	16	**6**
24. Miscellaneous	319	**257**
Total	18,910	**18,811**

(*f*) The total number of accidents shows a decrease of 99 as compared with the previous year, although there was an increase in total train miles of about 4·8 millions:—

(i) "Running over cattle" still accounts for the largest number of accidents, *i.e.*, 47 per cent. of the whole; next in order are—

	Per cent.
Derailments not involving passenger trains	19
Accidents due to failure of couplings and draw gear	11
Accidents due to failure of engines owing to faulty working of the running staff	9
Accidents due to failure of engines owing to faulty material, etc.	2
Broken rails	2
Derailment of passenger trains	1
Accidents due to other rolling stock failures	1

(ii) Accidents in railway workshops accounted for the death of 10 and injuries to 8,654 railway servants, or a decrease of 1 in the former and an increase of 543 in the latter head.

130. Damage by floods, fires and other causes.—The following are brief particulars of the more serious floods and other calamities which affected railways during the year under review :—

The Assam Bengal Railway experienced four cyclones between the 20th April and 9th May, but the damage was relatively small and was confined to roofs and to kutcha and semi-pucca structures. Similarly although there were several floods on this railway during the year, the damage was on the whole comparatively small, and interruptions to traffic were mainly on certain branch lines and nowhere exceeded 7 days.

A cyclone on the night of the 9th October caused serious damage to the Bengal Nagpur Railway line between Kallikota and Rambha and to signals and telegraph wires between Kallikota and Berhampur. Travelling westwards the storm resulted in heavy rain on the Eastern Ghats as a result of which the Vansidhara river came down in high flood and breached the Parlakimedi Light Railway between Parlakimedi and Gunupur and the Bengal Nagpur Railway main line between Urlam and Chicacole Road. The cyclone raised waves 6 feet high in the Chilka Lake which beat up against the line and caused damage to the track and formation. Traffic was interrupted for periods varying from 5 to 12 days and the repairs necessary cost over half a lakh of rupees.

The Bengal and North Western Railway experienced severe flooding on its Mansi-Bhaptiahi section, portions of which were submerged for a good part of the season due to the flooding of the Kosi river; several breaches occurred, with damage to bridging. Among other sections affected were the Saharsa-Dauram Madhepura Branch, the Dharbanga-Dhang, and Dhang-Narkatiaganj sections, the Chupra and Gonda sub-divisions and the Sakri-Jaynagar and Bhatni-Aunrihar sections.

Both the broad and metre gauge sections of the Eastern Bengal Railway suffered severely from floods which caused extensive damage to bridging, embankments and other railway properties, the approximate cost of repairs being Rs. 1·31 lakhs on the broad gauge and Rs. 1·89 lakhs on the metre gauge. The country on both sides of the Kalukhali-Bhatiapara section was inundated by spill waters from the Brahmaputra and the Gorai rivers and in the vain hope of saving their crops, the local inhabitants resorted to cutting the railway embankments at 22 places in spite of police precautions until it became necessary to suspend all traffic. On the metre gauge section the most serious breach occurred at the Aie river which is crossed by a bridge of 5 spans of 100 feet and 2 spans of 40 feet girders. A portion of this bridge and the east guide bank were washed away on 17th July by the river suddenly changing its course and the breach ultimately extended to 400 feet. The temporary pontoon bridge which was constructed to effect transhipment, however, itself met with trouble on several occasions, but was used until the 29th October when the gap at the east end of the permanent bridge was closed with a pile bridge of 3 spans and through running resumed.

Damage was also caused on this railway by storms and fires, the loss in the case of the former being about Rs. 61,000 and in that of the latter about Rs. 17,000.

On the night of the 25th November a cyclone struck the North East line of the Madras and Southern Mahratta Railway accompanied by very heavy rain. Considerable damage was done to the Gudivada-Bhimavaram section to telegraph wires, signals, etc., and the main line was also breached in two places. Unfortunately a station clerk lost his life by drowning at Pallevada station.

On the South Indian Railway, a brief but phenomenally heavy shower of rain lasting about only an hour and a half, was the cause of a

disastrous accident on the 21st August. The flood, which was local, topped the bank between Ayyalur and Vadamadura and caused breaches, one of which was run into by No. 11 Shencottah Passenger train, as already mentioned.

131. Anti-malarial measures.—These were continued on railways with good results during the year under review.

Assam Bengal Railway.—Although the incidence of malaria over the whole system showed the same relation to the total cases treated as in 1937-38, the incidence in the controlled area at Pahartali was the lowest on record. The incidence at Lumding, where anti-malarial measures are in force, was also better than in the previous year.

Bengal Nagpur Railway.—Malaria control is in force at 31 stations and mosquito control (malaria) at seven stations. Control at seven other stations was carried out by private firms. Work was continued on sectors of the Orissa coastal plain and of the Satpura ranges, but is still incomplete.

Bombay, Baroda and Central India Railway.—Definite anti-malarial measures were in force at 19 stations and additional work, such as filling in borrowpits and improving drainage was carried out at 20 other stations. The planting of oleanders in kutcha drains was found to absorb waste water and sullage without the necessity of collecting it, and oleander plantation beds are now in operation all along the line north of Baroda. On the whole line there were 8,512 primary cases and 8,693 recrudescent cases against 9,182 primary and 8,197 recrudescent cases in the previous year.

Eastern Bengal Railway.—There was no change in the total number of stations where malaria is controlled by special measures, and there has been a considerable improvement at all these stations. Increases in total number of sick days attributable to malaria occurred entirely at " uncontrolled " stations.

East Indian Railway.—The anti-malarial compaign continues on the Lhaksar-Dehra Dun branch where it is intensely malarious and at three other stations. The decrease in sickness from malaria on the branch and at these three stations has fully justified the work undertaken.

Great Indian Peninsula Railway.—Anti-malarial work continues. The number of cases of malaria fell from 8,180 in 1936-37 to 5,522 in 1937-38, but rose to 6,922 in the year under review.

South Indian Railway.—Anti-malarial work on the Shencottah Ghat section has been extended for another year and the Travancore health authorities have been co-operating in the scheme.

APPENDIX A.

Railway Administrations in India alphabetically arranged in three classes according to their gross earnings showing the working agencies, ownership and route mileage open on 31st March 1939.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—
Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.
Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.
Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS.					
1. Assam Bengal	Assam Bengal Railway Company.	(a) Assam-Bengal	3′ 3¼″	1,132	State.
		(b) Chaparmukh-Silghat	3′ 3¼″	51	Branch line Company under guarantee terms.
		(c) Katakhal-Lalabazar	3′ 3¼″	23	Do.
		(d) Mymensingh-Bhairab Bazar.	3′ 3¼″	100	Branch line Company under guarantee and rebate terms.
2. Bengal and North-Western.	Bengal and North-Western Railway Company.	(a) Mashrak-Thawe	3′ 3¼″	39	State.
		(b) Tirhoot	3′ 3¼″	811	Do.
		(c) Bengal and North-Western.	3′ 3¼″	1,267	Company subsidized by the Government of India*.
3. Bengal Nagpur	Bengal Nagpur Railway Company.	(a) Anuppur-Manendragarh.	5′ 6″	54	State.
		(b) Bengal Nagpur	5′ 6″	2,412	Do.
		(c) Purulia-Ranchi	2′ 6″	116	Do.
		(d) Raipur-Dhamtari	2′ 6″	57	Do.
		(e) Satpura	2′ 6″	626	Do.
		(f) Mayurbhanj	2′ 6″	71	Branch line Company under rebate terms.
		(g) Parlakimedi Light	2′ 6″	56	Private body.
4. Bombay, Baroda and Central India.	Bombay, Baroda and Central India Railway Company.	(a) Bombay, Baroda and Central India.	5′ 6″	1,035	State.
		(b) Bombay, Baroda and Central India.	3′ 3¼″	1,879	Do.
		(c) Bombay, Baroda and Central India.	2′ 6″	72	Do.
		(d) Nagda-Ujjain	5′ 6″	35	Indian State.
		(e) Petlad-Cambay (Anand-Tarapur Section).	5′ 6″	22	Do.
		(f) Petlad-Cambay (Tarapur-Cambay Section).	5′ 6″	12	Do.
		(g) Dhrangadra	3′ 3¼″	40	Do.
		(h) Palanpur State.	3′ 3¼″	17	Do
		(i) Piplod-Devgad-Baria	2′ 6″	10	Do.
		(j) Rajpipla State	2′ 6″	58	Do.
		(k) Tapti-Valley	5′ 6″	156	Branch line Company under rebate terms.
		(l) Ahmedabad-Parantij	3′ 3¼″	89	Do.
		(m) Champaner-Shivra jpur-Pani Light.	2′ 6″	31	Do.
		(n) Godhra-Lunavada	2′ 6″	25	Do.
		(o) Nadiad-Kapadvanj	2′ 6″	28	Do.

* Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
		CLASS I RAILWAYS—*contd.*			
5. Eastern Bengal .	State . . .	(*a*) Eastern Bengal .	5′ 6″	847	State.
		(*b*) Eastern Bengal .	3′ 3¼″	1,038	Do.
		(*c*) Eastern Bengal .	2′ 6″	17	Do.
		(*d*) Cooch Behar State .	3′ 3¼″	38	Indian State.
		(*e*) Sara-Sirajganj .	5′ 6″	54	Branch line Company under rebate terms.
		(*f*) Khulna-Bagerhat .	2′ 6″	20	Do.
6. East Indian . .	State . . .	(*a*) East Indian . .	5′ 6″	4,217	State.
		(*b*) Cawnpore-Burhwal link.*	3′ 3¼″	66	Do.
		(*c*) Hardwar-Dehra .	5′ 6″	32	Branch line Company under guarantee terms.
		(*d*) South Bihar § . .	5′ 6″	76	Branch line Company.
7. Great Indian Peninsula.	State . . .	(*a*) Great Indian Peninsula.	5′ 6″	3,134	State.
		(*b*) Darwha-Pusad .	2′ 6″	43	Do.
		(*c*) Bhopal-Itarsi . .	5′ 6″	57	Jointly owned by State and Indian State.
		(*d*) Bhopal-Ujjain .	5′ 6″	113	Indian State.
		(*e*) Bina-Goona-Baran .	5′ 6″	147	Do.
		(*f*) Dhond-Baramati .	2′ 6″	27	Branch line Company under rebate terms.
		(*g*) Ellichpur-Yeotmal .	2′ 6″	118	Do.
		(*h*) Pachora-Jamner .	2′ 6″	34	Do.
		(*i*) Pulgaon-Arvi . .	2′ 6″	22	Do.
8. Jodhpur . . .	Indian State . .	(*a*) Jodhpur-Hyderabad (British Section).	3′ 3¼″	249	State.
		(*b*) Jodhpur . .	3′ 3¼″	767	Indian State.
		(*c*) Mirpur Khas-Khadro	3′ 3¼″	49	Company subsidized by the Government of India.†
9. Madras and Southern Mahratta.	Madras and Southern Mahratta Railway Company.	(*a*) Madras and Southern Mahratta.	5′ 6″	1,119	State.
		(*b*) Madras and Southern Mahratta.	3′ 3¼″	1,712	Do.
		(*c*) Alnavar-Dandeli (Provincial).	3′ 3¼″	19	Do.
		(*d*) Kolar Goldfields .	5′ 6″	10	Indian State.
		(*e*) Kolhapur State .	3′ 3¼″	29	Do.
		(*f*) Sangli State . .	3′ 3¼″	5	Do.
		(*g*) Tenali-Repalle .	5′ 6″	22	District Board.
		(*h*) West of India Portuguese.	3′ 3¼″	51	Foreign Country.
10. Mysore . . .	Indian State . .	(*a*) Bangalore-Harihar .	3′ 3¼″	210	Indian State.
		(*b*) Hindupur (Yesvantpur-Mysore Frontier).	3′ 3¼″	51	Do.
		(*c*) Mysore . . .	3′ 3¼″	338	Do.
		(*d*) Kolar District .	2′ 6″	64	Do.
		(*e*) Tarikere-Narasimharajapura Tramway.	2′ 0″	27	Do.
		(*f*) Bangalore-chik Ballapur Light.	2′ 6″	39	Company guaranteed by Indian State.
11. Nizam's State . .	Nizam's State Railway.	(*a*) Bezwada Extension .	5′ 6″	21	State.
		(*b*) Dronachellam (Dhone)-Kurnool-British Frontier.	3′ 3¼″	36	Do.
		(*c*) Nizam's State . .	5′ 6″	667	Indian State.
		(*d*) Nizam's State .	3′ 3¼″	636	Do.

* Under running power agreement, the B. and N.-W. Railway Company run and haul their trains and traffic over this line.

† Receives land only from Government.

§ Leased to the Government for a yearly sum of £30,000.

Railway system.		Lines comprised in the system.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS—*concld.*					
12. North Western	State	(a) North Western	5′ 6″	5,651	State.
		(b) Kalka-Simla	2′ 6″	60	Do.
		(c) Kangra-Valley	2′ 6″	88	Do.
		(d) Kohat-Thal	2′ 6″	62	Do.
		(e) Mari-Indus Kalabagh-Bannu and Laki-Pezu-Tank-Manzai.	2′ 6″	157	Do.
		(f) Zhob Valley (Fort Sandeman Khanai).	2′ 6″	174	Do.
		(g) Bahawalnagar Fort-Abbas-Kut-al-Imara	5′ 6″	151	Indian State.
		(h) Jammu and Kashmir (Indian State Section).	5′ 6″	16	Do.
		(i) Jind-Panipat (Indian State Section).	5′ 6″	26	Do.
		(j) Khanpur-Chachran	5′ 6″	22	Do.
		(k) Ludhiana-Dhuri Jakhal.	5′ 6″	79	Do.
		(l) Rajpura-Bhatinda	5′ 6″	108	Do.
		(m) Sirhind-Rupar	5′ 6″	31	Do.
		(n) Hoshiarpur-Doab (Jullundur Mukerian).	5′ 6″	45	Branch line Company under rebate terms.
		(o) Hoshiarpur-Doab (Phagwara-Rahon).	5′ 6″	46	Do.
		(p) Mandra-Bhatin	5′ 6″	47	Do.
		(q) Sialkot Narowal	5′ 6″	39	Do.
		(r) Jacobabad-Kashmor	2′ 6″	76	Do.
		(s) Larkana-Jacobabad	2′ 6″	53	Do.
13. Rohilkund and Kumaon.	Rohilkund and Kumaon Railway Company.	(a) Lucknow-Bareilly	3′ 3⅜″	311	State.
		(b) Rohilkund and Kumaon.	3′ 3⅜″	259	Company subsidized by the Government of India. ‡
14. South Indian	South Indian Railway Company.	(a) South Indian	5′ 6″	599	State.
		(b) South Indian	3′ 3⅜″	1,506	Do.
		(c) Nilgiri	3′ 3⅜″	29	Do.
		(d) Travancore (British Section including Shencottah-Quilon Section).	3′ 3⅜″	108	Do.
		(e) Morappur-Hosur	2′ 6″	73	Do.
		(f) Tirupattur-Krishnagiri.	2′ 6″	26	Do.
		(g) Shoranur-Cochin	5′ 6″	65	Indian State.
		(h) Travancore (Indian State Section).	3′ 3⅜″	40	Do.
		(i) Podanur-Pollachi	3′ 3⅜″	25	District Board.
		(j) Tinnevelly-Tiruchendur.	3′ 3⅜″	38	Do.
		(k) Peralam-Karaikkal	3′ 3⅜″	15	Foreign Country.
		(l) Pondicherry	3′ 3⅜″	8	Do.
CLASS II RAILWAYS.					
1. Barsi Light	Barsi Light Railway Company.	Barsi Light	2′ 6″	203	Company subsidized by the Government of India and Indian State.*
2. Bengal Dooars	Bengal-Dooars Railway Company.	(a) Bengal Dooars	3′ 3⅜″	40	§ Company subsidized by the Govt. and by District Board.
		(b) Bengal Dooars Extensions.	3′ 3⅜″	121	Company subsidized by the Government of India.†
3. Bhavnagar State	Indian State	Bhavnagar State	3′ 3⅜″	307	Indian State.
4. Bikaner State	Do.	Bikaner State	3′ 3⅜″	852	Do.

* Receives land only from Government and Indian State.
† Receives land only from Government.
‡ Receives land only from Government. The guarantee of interest and subsidy ceased from 1st January 1885 and 31st December 1894 respectively.
§ Land for the original line is provided by the Government free of cost.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS II RAILWAYS—*concld.*					
5. Darjeeling Himalayan	Darjeeling Himalayan Railway Company.	(*a*) Darjeeling Himalayan.	2′ 0″	51	Company subsidized by Government.
		(*b*) Darjeeling Himalayan Extensions.	2′ 0″	95	Branch line Company under rebate terms.
6. Dibru-Sadiya	Assam Railways and Trading Company.	(*a*) Dibru-Sadiya	3′ 3¼″	86	Company subsidized by Government.‡
		(*b*) Ledo and Tikak-Margherita Colliery.	3′ 3¼″	5	Unassisted Company.
7. Gaekwar's Baroda State.	Indian State	(*a*) Gaekwar's Baroda State	3′ 3¼″	255	Indian State.
		(*b*) Khijadiya Dhari	3′ 3¼″	37	Do.
		(*c*) Prachi Road Kodinar	3′ 3¼″	16	Do.
		(*d*) Bodeli Chhota Udaipur.	2′ 6″	23	Do.
		(*e*) Gaekwar's Baroda State.	2′ 6″	333	Do.
8. Gondal	Do.	(*a*) Gondal	3′ 3¼″	119	Do.
		(*b*) Jetalsar-Rajkot	3′ 3¼″	46	Do.
		(*c*) Porbandar State	3′ 3¼″	41	Do.
9. Jaipur State	Do.	Jaipur State	3′ 3¼″	180	Do.
10. Jamnagar and Dwarka	Jamnagar and Dwarka Railway Company.	(*a*) Jamnagar	3′ 3¼″	60	Do.
		(*b*) Okhamandal	3′ 3¼″	37	Do.
		(*c*) Jamnagar-Dwarka	3′ 3¼″	75	Branch line Company under guarantee and rebate terms.*
11. Junagad State	Indian State	Junagad State	3′ 3¼″	229	Indian State.
12. Morvi	Do.	Morvi	3′ 3¼″	132	Do.
13. Shahdara (Delhi) Saharanpur Light.	Shahdara (Delhi) Saharanpur Light Railway Company.	Shahdara (Delhi) Saharanpur Light.	2′ 6″	93	Company subsidized by Government.†
CLASS III RAILWAYS.					
1. Ahmadpur-Katwa	Ahmadpur-Katwa Railway Company.	Ahmadpur-Katwa	2′ 6″	32	Branch line Company under guarantee terms.
2. Arrah-Sasaram Light	Arrah-Sasaram Light Railway Company.	Arrah-Sasaram Light	2′ 6″	65	Company subsidized by District Board.
3. Bankura-Damoodar River.	Bankura-Damoodar River Railway Company.	Bankura-Damoodar River.	2′ 6″	60	Branch line Company under guarantee terms.
4. Baraset-Basirhat Light.	Baraset-Basirhat Railway Company.	Baraset-Basirhat Light	2′ 6″	52	Company subsidized by District Board.
5. Bengal Provincial	Bengal Provincial Railway Company.	(*a*) Bengal Provincial	2′ 6″	33	Unassisted Company.
		(*b*) Dasghara-Jamalpurgunj.	2′ 6″	8	Branch line Company under guarantee terms.
6. Bukhtiarpur-Bihar Light.	Bukhtiarpur-Bihar Light Railway Company.	Bukhtiarpur-Bihar Light	2′ 6″	33	Company subsidized by District Board.
7. Burdwan-Katwa	Burdwan-Katwa Railway Company.	Burdwan-Katwa	2′ 6″	33	Branch line Company under guarantee terms.
8. Cutch State	Indian State	Cutch State	2′ 6″	72	Indian State.
9. Dehri-Rohtas Light	Dehri-Rohtas Light Railway Company.	Dehri-Rohtas Light	2′ 6″	26	Company subsidized by District Board.
10. Dholpur State	Indian State	Dholpur State	2′ 6″	56	Indian State.

* Financed on rebate terms given by the Jamnagar Durbar.
† Receives only land from Government.
‡ Subsidy from Assam Government ceased with effect from 1920-21; receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS III RAILWAYS—*concld.*					
11. Futwah-Islampur	Futwah-Islampur Light Railway Company.	Futwah-Islampur	2′ 6″	27	Branch line Company under guarantee terms.
12. Gwalior Light	Indian State	Gwalior Light	2′ 0″	295	Indian State.
13. Howrah-Amta Light	Howrah-Amta Light Railway Company.	Howrah-Amta Light	2′ 0″	44	Company subsidized by District Board.
14. Howrah-Sheakhala Light.	Howrah-Sheakhala Light Railway Company.	Howrah-Sheakhala Light	2′ 0″	20	Do.
15. Jagadhri Light	Jagadhri Light Railway Company.	Jagadhri Light	2′ 0″	3	Unassisted Company.
16. Jorhat	River Steam Navigation Company and India General Navigation and Railway Company.	Jorhat	2′ 0″	32	State.
17. Kalighat-Falta	Kalighat-Falta Railway Company.	Kalighat-Falta	2′ 6″	26	Branch line Company under guarantee terms.
18. Kulasekarapatnam Light.	East India Distilleries and Sugar Factories.	Kulasekarapatnam Light	2′ 0″	27	Unassisted Company.
19. Matheran Light	Matheran Steam Tramway Company.	Matheran Light	2′ 0″	13	Company subsidized by the Government of India. *
20. Tezpore-Balipara Light.	Tezpore-Balipara Steam Tramway Company.	Tezpore-Balipara Light	2′ 6″	20	Company subsidized by District Board.
21. Trivellore Light	T. Namberumal Chetty and Sons.	Trivellore Light	2′ 0″	2	Unassisted Company.
22. Udaipur-Chitorgarh	Indian State	Udaipur-Chitorgarh	3′ 3½″	146	Indian State.

* Receives land and rebate from Government.

APPENDIX B.

Relations of the Government to Railways in India.

(Reprinted from the Report for 1914-15 and brought up to date.)

Diversity of Relations between the State and Railways.—One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, four [the North-Western,* Eastern Bengal, East Indian (with which has been amalgamated the Oudh and Rohilkhand Railway from the 1st July 1925) and Great Indian Peninsula Railways] are owned and worked by the State; five (the Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam Bengal, Bengal Nagpur and South India) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; two important lines (the Bengal and North-Western, and Rohilkund and Kumaon) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all Railways in British India (and also, by virtue of arrangements with Indian States, in respect of certain railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition, the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all Railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of the railways which are of the first importance.

History of Relations of the Government and Companies.—The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railways, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the Capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for a line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute, dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer offices would make railways as well, and possibly as cheaply, and as expeditiously as companies; but that the withdrawal from other duties of the large number

* Includes the Delhi, Ambala, Kalka and Southern Punjab Railways which were purchased by the Secretary of State on 31st March 1926 and 1st January 1930 respectively.

of officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old Guaranteed Railways.—The policy supported by Lord Dalhousie was adopted, between 1854 and 1860. Contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Sind (afterwards, the Sind, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company —see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, $4\frac{3}{4}$ and $4\frac{1}{2}$ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government which had power to decide on the standard and details of construction; the rolling-stock to be provided, the number, time and speed of trains; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies interest therein and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early Attempts to Secure Funds for Railway Construction without a Guarantee.—An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of costs, would grant an annual subsidy for 20 years at a rate not exceeding £100 per mile of line with an addition in respect of large bridges costing more than £10,000. These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oudh and Rohilkhand Railway Company") by which the company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly, the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—"The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibility with a minimum of Government interference. But the attempt has entirely failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first

railways in India, should be continued. The Government of India expressed their objections to this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also disliked the arrangements under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.

2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be able to use. Accordingly, for several years after 1869, the capital expenditure on railway was chiefly incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawady Valley* and Tirhoot.

Progress in the Construction of Railways.—By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended, approximately, £97,872,000 (these figures include the Calcutta and South-Eastern and Nalhati Railways which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of £23,695,226.

Introduction of Modified Guarantee Terms.—In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least, 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioner remarked: "that there would be manifest advantages in giving free scope to the extension of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Action in the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkund and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operations were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at 3½ per cent. on the company's capital the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also 3½ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and

* Forms part of the Burma Railways which have been transferred to the Government of Burma on 1st April 1937.

Bengal Nagpur Railway Companies was 4 per cent.; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three companies last mentioned were declared to be the property of the Secretary of State, who had the right to determine the contracts at the end of approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in this case was 3½ per cent. for the first six years and thereafter 3 per cent.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of Contracts of the Old Guaranteed Companies.—In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, the Oudh and Rohilkhand, the Sind-Punjab and Delhi and the Southern Punjab lines were purchased and transferred to State management, the last two now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In the cases of South Indian, Bombay, Baroda and Central India, Southern Mahratta, and Bengal Nagpur, the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital and modification in favour of the Government of the clauses relating to the division of surplus profits. This method was adopted also in regard to the East Indian and the Great Indian Peninsula Railways, but the contracts under which they were being worked having terminated on the 31st December 1924 and the 30th June 1925 respectively, the management of these lines has been taken over by the State from those dates. Similarly the management of the Burma Railways was taken over by the State on the termination of the contract with the Burma Railways Company on the 31st December 1928. From 1st April 1937 this railway has passed to the control of the Government of Burma.

Arrangements between the Government and Companies at present.—The relations between the Government and the guaranteed companies now working railways may be summarised as follows:—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies interest on the termination of old contracts.

When funds are required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. Both the Government and the company usually receive interest at a fixed rate on their capital and surplus profits are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in most cases only a small proportion of the total amount.

All the contracts are terminable at the option of the Secretary of State, at specified dates; and on termination the company's capital is repayable at par.

The administrative control exercised by the Government over the companies is as follows:—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretaary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and the settlement of through rates, and for additions and alterations to, or the redistribution of, existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies, the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the powers of supervision and control reserved to him. In particular, the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus, the Government has the preponderating financial interest in the lines worked by the two classes of guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other Lines Worked by Companies.—In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894.) While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1942 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchase in 1942, the lines will become the property of the State in 1981 on payment of certain amounts. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised as explained above, over guaranteed companies.

APPENDIX C.

The Organisation for Government control.

The initial policy of the Government of India for the construction and working of railways was the establishment of guaranteed railway companies of English domicile. Control over the operations of these companies was at first secured through the appointment of a Consulting Engineer of Guaranteed Railways. Some years later Local Consulting Engineers were appointed for the exercise of control over guaranteed railways and over State-owned railways in the construction of which the State had been financially interested and which had been leased to companies for working. These officers combined the duties of supervision and control on behalf of the Government of India and of an Inspector under the Government of India Railway Act. The Government of India were not directly concerned with the ownership of railways until 1868 when the Calcutta and South Eastern Railway was surrendered to the Indian Government under the terms of the contract between the Secretary of State and the Company.

Owing to the Government of India having in 1869 definitely adopted the policy of direct construction and ownership of railways, a period of rapid development of railway construction ensued and it became necessary to relieve the Public Works Department Secretariat of the Government of India in some measure of the detailed control of railways. Accordingly in 1874 a State Railway Directorate was established and the greater portion of the State Railway establishment and business connected with State Railway Administration was transferred to the control of the Director of State Railways, an officer who functioned on much the same lines as the head of a department under the Government of India. The Consulting Engineer to the Government of India for State Railways was at the same time associated with him but all important matters had still to be referred to the Public Works Department. A special Deputy Secretary in the Railway Branch of the Secretariat of the Public Works Department was also appointed to conduct the correspondence between the Government of India and these officers.

Early in 1877 a further change was made in the organisation responsible for the administration and control of State Railways and in the place of one Director of State Railways three Directors of territorial systems and one Director of State Railways Stores were appointed. These territorial divisions comprised the following systems:—

Central	1,179 miles.
Western	927 miles.
and North Eastern	830 miles.

This division of the administration on a territorial basis proved unsatisfactory in practice as it resulted in the issue of conflicting orders as far as the management of open lines was concerned although no difficulty was experienced in the supervision of new construction.

As the number of lines under construction had decreased and in order to remedy the defect just mentioned, it was decided in 1880 to abolish the Directors of the Central and Western Systems and to transfer the work allotted to them to the Consulting Engineers of the neighbouring guaranteed railways. The abolition of these two appointments resulted in an increase in the administrative work of the Secretariat and it was found necessary to raise the status of the Deputy Secretary to whom the powers previously exercised by the Directors had been entrusted, to that of Director General of Railways.

In the revised organisation the Consulting Engineer to the Government of India for State Railways was associated with the Director General of Railways and assisted the latter primarily in an advisory capacity in matters of civil engineering while the Director of Stores similarly acted in matters concerning stores and rolling-stock and at the same time was an adviser in matters affecting establishment. The Director of Traffic was appointed at the same time as an adviser on traffic problems and the accounts work of the department was placed under the Accountant General, Public Works Department.

Government control and supervision of the Guaranteed Railways continued to be exercised by the Local Consulting Engineers to Government. There were five such officers at the time with headquarters at Bombay, Madras, Calcutta, Lahore and Lucknow. The Consulting Engineers at Madras and Bombay worked directly under the Government of these presidencies, while those at Calcutta, Lahore and Lucknow were under the immediate orders of the Government of India. Under this arrangement practically all powers affecting the finances and day to day management of the

railways were vested either in the Consulting Engineers or in the Government, both for the guaranteed railway companies and later on for State Railways which had been leased for working to railway companies.

The following is a list of the administrative appointments that existed in 1881:—

1. Member of the Governor General's Council, Public Works Department.
2. Secretary, Public Works Department.
3. Deputy Secretary, Railway Branch.
4. Under Secretary, Railway Branch.
5. Consulting Engineer of State Railways.
6. Director General of Railways.
7. Director of Construction.
8. Accountant General, Public Works Department.
9. Director of State Railways, Stores.
10. Three Assistants to the Director General of Railways.
11. Consulting Engineers for Guaranteed Railways at Calcutta, Lahore and Lucknow.
12. Deputy Consulting Engineers for Guaranteed lines, Calcutta, Lahore and Lucknow.

Madras and Bombay.

13. Joint Secretary, Railway Branch and Consulting Engineer for Railways.
14. Deputy Secretary, Public Works Department.

Punjab.

15. Secretary, Public Works Department.

By this time also Local Governments and Administrations had been induced to take a practical interest in the management of railways and in a few cases short extensions had been constructed from funds the interest of which Local Governments had accepted responsibility to pay. Such lines were controlled by the Local Governments concerned under the general supervision of the Government of India.

After 1881 further alterations of a more or less detailed character were made in the administrative organisation and by 1890 the following changes had taken place. Instead of a Deputy Secretary and Under Secretary, Railway Branch, there were then only an Under Secretary and an Assistant Secretary, Railways, in the General Branch. The posts of Director of State Railways, Stores, and Director of Construction had disappeared and in their place there was an Under Secretary, who was an *ex-officio* Deputy Director General of Railways. The post of Accountant General, Railways, had also been abolished and the Accountant General, Public Works Department, was once more made responsible for this work.

Further changes were made in 1897. In that year the post of Director General of Railways was abolished and the post of a Secretary to the Government of India in the Public Works Department was created in its place. The other administrative and secretariat appointments at the headquarters of the Government of India at the time were:—

(1) Director of Railway Construction, and Deputy Secretary and *ex-officio* Director of Stores.
(2) Director of Railway Traffic, and Deputy Secretary and *ex-officio* Director of Railway Statistics.
(3) Two Under Secretaries.
(4) Two Assistant Secretaries.
(5) One Mechanical Assistant.

The post of Consulting Engineer for State Railways was also abolished and his duties transferred to the two Directors. The supervision of the accounts work of the Department, however, still remained under the Accountant General, Public Works Department, who was also an *ex-officio* Deputy Secretary to the Government of India.

In October 1901, Sir Thomas Robertson, C.V.O., was appointed by His Majesty's Secretary of State for India in Council as Special Commissioner for Indian Railways to enquire into and report on the administration and working of Indian Railways. In his report, which became available in 1903, Sir Thomas recommended that the administration of the railways in India should be entrusted to a small Board consisting of a President or Chief Commissioner who should have a thorough practical knowledge of railway working, and should be a member of the Viceroy's Council for railway

matters, and two other Commissioners who should be men of high railway standing and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

(1) A Secretary who should have received a suitable training in the practical working of railways, and who should be *ex-officio* a Secretary to the Government of India.

(2) A Chief Inspector of Railways, to advise on all technical, engineering and mechanical questions.

(3) A suitable number of Government Inspectors.

Sir Thomas Robertson's recommendations were carefully considered by the Governor General in Council and the Secretary of State, and early in 1905 it was decided that the Railway Branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board consisting of three persons, a Chairman and two Members. The Chairman of the Board was vested with the general control of all questions committed to the Railway Board with power to act on his own responsibility subject to confirmation by the Board. The Railway Board were authorised to delegate to the Chairman or a member the power of settling questions which might arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board. The Board was made subordinate and directly responsible to the Government of India in the Department of Commerce and Industry.

The Railway Board assumed office in March 1905 and were provided with the following establishment:—

1. Secretary.
2. Examiner of Accounts.
3. Under Secretary, Construction.
4. Under Secretary, Traffic.
5. Registrar.
6. Director of Railway Construction.

Certain changes were, however, made in the following year and the establishment then consisted of:—

1 Secretary.

3 Assistant Secretaries; one each for Establishment, Construction and Traffic.

1 Registrar.

1 Director of Railway Construction.

1 Railway Accounts Officer.

Sir Thomas Robertson had further suggested in his detailed recommendations that extended powers, both administrative and financial, should be delegated to Boards of Directors of Companies, that the appointments of Consulting Engineers should be abolished and that the work which they perform under the Railways Act should be entrusted to a body of Government Inspectors to be appointed for the purpose. These recommendations were given effect to in a modified form in 1908.

Within a short time after the constitution of the Railway Board, it was found that work was being hampered by having the Commerce and Industry Department between the Railway Board and the Governor General in Council and in October 1908 on the recommendations of the Railway Finance Committee presided over by Sir James Mackay (then Lord Inchcape), the following changes were introduced:—

(1) The appointment of the Chairman of the Railway Board was changed into that of President of the Railway Board and enhanced powers were vested in the President.

(2) The Board with its staff became collectively the Railway Department distinct from and independent of the Department of Commerce and Industry, though remaining under the administrative charge of the Hon'ble Member, Commerce and Industry Department, as the Railway Member.

(3) The President of the Board was given direct access to the Viceroy as if he were a Secretary to the Government of India.

At the same time in consequence of the amalgamation of the Public Works Department Accounts and Civil Audit Establishments under the control of the Finance Member of the Government of India the appointment of Accountant General, Public Works Department, was abolished and the appointment of Accountant General, Railways, was revived.

In 1909 the post of Director of Railway Construction was abolished and the appointment of Chief Engineer with the Railway Board for the purpose of advising the Railway Board on technical matters connected with Civil Engineering was created.

In January 1914, it was decided that the importance of financial and commercial considerations in connection with the control of Indian railway policy justified a modification of the rule that the President and Members of the Railway Board should all be men of large experience in the actual working of railways. It was then decided that in future one member who equally with the others might be appointed President should be selected for commercial and financial experience and a member with the necessary qualifications was appointed.

This arrangement was, however, altered in 1920 when it was decided that all the three members of the Board should possess railway experience. To assist the Board, however, in the consideration of financial questions, the post of Financial Adviser to Railway Board was created.

Owing to the expansion of railways in India and the increased work thrown on the Board a second Assistant Secretary, Engineering, was appointed in 1914, and in 1916 the duties of the Construction Branch were divided between one branch dealing with Projects under an Assistant Secretary and a second branch dealing with Way and Works which was sometimes under a separate officer and at other times under the Secretary or Chief Engineer. In 1922 the charge of the Way and Works branch was divided between the Assistant Secretary in charge of Projects and the Assistant Secretary in charge of Stores.

In November 1922, the Board's establishment was strengthened by the appointment of a Chief Mechanical Engineer. This appointment was created to enable the Board to have at headquarters a reliable adviser on matters connected with mechanical engineering.

During 1921 a Committee presided over by Sir William Acworth visited India and one of the questions referred to them was the evolution of a satisfactory authority for the administration of the varied functions which the Railway Board had to perform as:—

(*a*) the directly controlling authority of the three State-worked systems aggregating 9,028 miles,

(*b*) representative of the predominant owning partner in systems aggregating 22,949 miles,

(*c*) the guarantor of many of the smaller companies,

(*d*) the statutory authority over all railways in India.

The Acworth Committee recommended in their report:—

(1) that a new Department of Communications responsible for railways, ports and inland navigation, road transport and posts and telegraphs under a Member of Council in charge of Communications should be created,

(2) that under the Member of Council for Communications there should be a technical staff consisting on the railway side of a Chief Commissioner and four Commissioners and that of the four one should be in charge of finance and the organisation and staff of the office and the other three Commissioners should be in charge of three respective divisions, Western, Eastern and Southern,

(3) that the technical staff attached to the Commission should be strengthened specially on the traffic side.

The Government of India, though they did not accept the first recommendation of the Acworth Committee, agreed to the re-organisation of the Railway Board being undertaken on the principles underlying the report of the Acworth Committee. The appointment of a Chief Commissioner was accordingly sanctioned in November 1922, and in accordance with the recommendations of the Acworth Committee he is solely responsible, under the Government of India, for arriving at decisions on technical questions and advising the Government of India on matters of Railway policy; he is not liable to be over-ruled, as the President was, by his colleagues in the Railway Board.

The first duty of the Chief Commissioner was to work out detailed proposals for the re-organisation of the Railway Board and as a first step he made recommendations to the Government of India for the immediate appointment of a Financial Commissioner. This recommendation was strongly endorsed by the Indian Retrenchment Committee and the appointment of the Financial Commissioner was made in April 1923 with the sanction of the Secretary of State. The further proposals of the Chief Commissioner for the re-organisation of the Railway Board were accepted by the Government of India and the Secretary of State and were introduced from the 1st April 1924. It was decided, however, for reasons connected with the present statutory position of the Railway Board, and to avoid confusion with the provisions for a Railway Commission under Chapter V of the Railways Act, to retain the name "Railway Board"

for the headquarters organisation of the Railway Department instead of " Railway Commission " as recommended by the Acworth Committee.

The Railway Board as then reconstituted consisted of the Chief Commissioner as President, the Financial Commissioner and two Members, the Chief Commissioner being Secretary to the Government of India in the Railway Department. The proposal of the Acworth Committee that the Indian Railways should be sub-divided into three territorial divisions with a Commissioner in charge of each was not accepted, and the work of the Members of the Board was divided on the basis of subjects and not on a territorial basis. One Member dealt with technical subjects and the other with general administration, personnel and traffic subjects, the Financial Commissioner representing the Finance Department on the Board and dealing with all financial questions.

The re-organisation carried out in 1924 had for one of its principal objects the relief of the Chief Commissioner and the Members from all but important work so as to enable them to devote their attention to larger questions of railway policy and to enable them to keep in touch with Local Governments, railway administrations and public bodies by touring to a greater extent than they had been able to do in the past. This object was effected by placing a responsible Director at the head of each of the main branches of the Board's work, namely Civil Engineering, Mechanical Engineering, Traffic and Establishment. The former Chief Engineer and the Chief Mechanical Engineer who had been employed mainly in consultative work, became Directors and together with the Directors of Traffic and Establishment have been made responsible for the direct disposal of the work of their branches under the general orders of the Railway Board.

The posts of Joint Secretary and 4 Assistant Secretaries were replaced by 6 Deputy Directors working under the Directors and in charge of branches dealing with Establishment, Works, Projects, Stores, Statistics and Traffic. One Assistant Director was also added to supervise the Technical Branch and the Drawing Office. The disposal of the general work of the Railway Board was provided for by the continuance of the post of Secretary in whose name all letters and orders of the Board are issued. The position of the Board as a Department of Government of India has been maintained and it works under the Member for Commerce and Railways. As already stated the Chief Commissioner is the Secretary to the Government of India in the Railway Department and orders issued by the Board over the signature of the Secretary are orders of the Government of India.

Experience of the working of this organisation during 1924-25 and the decision agreed to by the Legislative Assembly in September 1924 to separate railway finances from the general finances of the country made it necessary to appoint a Deputy Director and an Assistant Director of Finance. An Assistant Director of Statistics was also added during that year. Later a Director of Finance was added to the establishment occupying, as regards disposal of work, the same position as the Directors referred to above.

Further experience of the reduction of work resulting from the large delegation of powers and responsibility to the Agents of State-managed railways and the Board of Directors of Company-managed railways enabled a re-arrangement of work to be made during 1925-26 accompanied by a reduction in the staff. Under this re-arrangement the posts of 3 Deputy Directors, an Assistant Director and the Assistant Secretary were held in abeyance. The personnel work was transferred from the Director of Establishment to the Secretary and a temporary post of Deputy Secretary was created. Further a separate technical office was established to take charge of the technical work of the engineering branches. The Technical Officer also acted as *ex-officio* Secretary to the permanent Standardisation Committees which were appointed to deal progressively with all questions of standards of equipment.

This arrangement was found, however, to be inadequate. In addition to the general increase in work in the Railway Board's office consequent on the taking over of the East Indian, Great Indian Peninsula and Burma Railways under State control labour problems had assumed such importance and were so rapidly increasing in number and complexity that it was not possible to deal with them effectively without the appointment of additional staff. Accordingly it was decided to create an additional post of Member of the Railway Board to deal with staff and labour question, leaving the Member in charge of Traffic, who had hitherto been dealing with establishment matters, to devote his whole time to questions relating to the Transportation and Commercial aspects of Railway work.

It was also decided to revive the post of Deputy Director, Establishment, so as to free the Director of Establishment from this work, and thus enable him to give his time to the study of problems of railway labour. Of the two posts of Deputy Directors of Traffic and Statistics one was held in abeyance from 1925 and the two posts have since been amalgamated.

In October 1930 the compilation of statistical information which used previously to be done in the Board's office was entrusted to the Controller of Railway Accounts, and

with the transfer of this work, the post of Assistant Director of Statistics was also transferred from the Railway Board's office to that of the Controller of Railway Accounts.

In 1931-32, in view of the decline in traffic earnings and in the number and magnitude of Engineering works owing to financial stringency, the possibility of making temporary reductions in the organisation of the Board was explored and as a result of this examination and with the approval of the Secretary of State for India the following superior posts have been held in abeyance with effect from the dates noted below:—

Member, Traffic—29th March 1932.

Member, Engineering—5th May 1932.

Director, Civil Engineering—4th December 1931.

Director, Mechanical Engineering—1st April 1932.

Deputy Secretary—1st March 1932.

Assistant Director of Finance—31st July 1931.

It was also decided, for so long as the post of Member, Traffic, was held in abeyance, to create an additional temporary post of Deputy Director, Traffic, with effect from the 1st April 1932.

The re-organisation was complete in May 1932, and then the superior staff in the office of the Railway Board consisted of the Chief Commissioner, the Financial Commissioner, 1 Member, 3 Directors, 6 Deputy Directors and 1 Secretary.

Shortly after this, however, it was recognised that unless the work was to be seriously delayed, it would be impossible for the Chief Commissioner who had taken over the duties of the Member, Engineering, after that post had been held in abeyance, to devote the time that was necessary for the disposal of Civil Engineering business in the Railway Board's office and it was accordingly decided to revive the post of Director of Civil Engineering, which was being held in abeyance since December 1931, with effect from November 1932, from which date the post of Deputy Director, Civil Engineering, is being held in abeyance. It was also decided in October 1932 to convert the post of Chief Superintendent to that of Assistant Secretary. The post of Director, Mechanical Engineering, has been revived with effect from the 1st April 1935. As the Government of India had for some time felt the need for a whole time Member of the Railway Board devoting himself entirely to Traffic questions, such as competition with alternative means of transport, alterations in fares in order to improve net earnings, etc., the post of Member, Traffic, which was held in abeyance from 29th March 1932 has been revived with effect from the 12th October 1936 as a temporary measure but owing to increase of work in the Traffic Branch it has been decided not to abolish for the present the temporary post of Deputy Director, Traffic. An additional post of Deputy Director, Establishment, was created temporarily from the 17th October 1935 in order to deal with the increase in work consequent on the operation of the Government of India's orders regarding the representation of Muslims and other minority communities in Railway services. This post was continued up to the 15th April 1939. To cope with the increase of work in the Finance Branch, an additional post of Assistant Director, Finance, was also created temporarily from the 26th October 1936.

The existing superior staff in the Railway Board's office consists of the Chief Commissioner, the Financial Commissioner, 2 Members, 5 Directors, 6 Deputy Directors, 1 Secretary, 1 Assistant Secretary and 1 Assistant Director, Finance.

For the conduct of the work connected with the production of standard designs and specifications for all classes of materials, plant and rolling-stock in use on Indian Railways, a Central Standards Office for Railways was formed in January 1930 for a period of 5 years as an experimental measure, the post of Technical Officer with the Railway Board being abolished at the same time. The activities of this office towards the introduction of standard designs for railways on an all-India basis having proved successful, it was made permanent in 1935 with an addition to the existing staff, to carry out more extensive technical research to enable Indian Railways to keep abreast with modern development in railway practice.

APPENDIX D.

Resolution regarding the separation of Railway from General Finances, adopted by the Legislative Assembly on the 20th September 1924.

"This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways.

(1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.

(2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

(3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.

(4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.

(5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.

(6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight elected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

(7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of Railways shall then make a general statement on railway accounts and working. The expenditure proposed in the railway budget, including expenditure from the depreciation fund and the railway reserve, shall be placed before the Legislative Assembly in

the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

(8) These arrangements shall be subjected to periodic revision but shall be provisionally tried for at least three years.

(9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

(i) that the railway services should be rapidly Indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and

(ii) that the purchases of stores for the State Railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India."

APPENDIX E.

Government of India, Railway Department, Resolution No. 2131-F., dated the 19th February 1925, on the subject of the financing of branch lines of Railways.

The Governor General in Council, with the sanction of His Majesty's Secretary of State for India, is pleased to issue the following orders on the subject of financing of Branch Lines, in supersession of all previous orders on the subject.

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.

2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.

3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the Committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.

4. Amongst the disadvantages pointed out by the Committee are the following:—

(i) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.

(ii) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.

(iii) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.

(iv) Inconcievable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.

5. The only arguments urged in favour of the Branch Line Companies were:—

(i) That money had been raised which the Government of India was unable to furnish.

(ii) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.

(iii) That there may be cases of a Branch Line of smaller gauge *worked independently*, which the Branch Line Company can operate more economically than a main line.

6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged.

7. The disadvantages pointed out by the Acworth Committee required to be even further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements. They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked for money to be advanced to them by the Railway Board. So far, therefore, from reducing the amount

that the Government of India have to raise in the open market, they are at present increasing that amount.

8. Another serious disadvantage which is not mentioned by the Acworth Committee is that the main line usually works the Feeder or Branch Line for a remuneration which, in most cases, is limited to a maximum of a fixed percentage of the gross earnings of the Branch Line (usually 40 per cent. or 50 per cent.)—terms of remuneration which at present are grossly inadequate. The result of this arrangement is that many of the main lines whose working expenses are from 60 to 80 per cent. of the gross earnings are saddled with heavy expenditure which ought to have been debited to Branch Line Companies. Where the Branch Line Companies are "successful", that is, where the shares stand at a high figure, their profits are inflated owing to their working expenses being thus artificially reduced. Again, where in the case of less "prosperous" Branch Line Companies, the Government has to make a direct subsidy in order to make up the guaranteed interest on the capital, the amount paid by way of subsidy does not reveal the true loss of the Government in connection with the Branch Line Company. To this subsidy should be added also the additional loss incurred from the main line working the Branch Line at less than the actual cost. Even this, however, does not give a complete statement of the loss sustained by Government in connection with these Companies. These Companies have been supplied with land free of charge and the cost of such land is not taken into account either in the Capital or the Revenue Accounts of the Companies concerned.

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. 10¾ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

10. The difficulties and complications now experienced in connection with these Branch Line Companies are out of all proportion to the insignificant financial facilities offered by the Companies. The Government of India have therefore decided that the Branch Line policy should be abandoned and that an endeavour should be made to reduce the number of the existing Branch Line Companies. If on any occasion the Government of India should be unable to find funds for construction (which is not the case at present), and should it be considered advisable to tap fresh sources for subscription to railway loans by offering terms different from those given to the ordinary Government loans, that is, by offering not only a fixed rate of interest, but a share in the profits of a particular Branch Line, there appears to be no particular advantage of using a financial half-way house specially to float a loan on such terms; there appears to be no reason why the Government should not float the loan direct. But it will probably be found sufficient to raise short-term debentures at a high rate of interest—to be liquidated when the loan market is favourable—a procedure adopted now by the Branch Line Companies, but at a higher rate of interest than would be necessary for the Government.

11. There remains the case of the District Board Railways for which some of the capital or the security for the capital is secured by a special cess levied by the District Board throughout the district.

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expressed by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. 2¼ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part on the nature of the provision made in the matter in the District or Local Boards Act of the province concerned. It is only in the

Madras Presidency that the question has assumed prominence and it will suffice to indicate briefly the nature of the provisions contained in the Madras Local Boards Act, 1920. Action under section 113 of that Act can only be taken " with the previous sanction of the Government of India ". Having obtained such sanction, a District Board may either itself construct and maintain a railway within, or partly within, the local area under the control of the Board, or may subscribe to any debenture loan raised by the Government of India or by any other local authority or by any company for the construction or maintenance of any railway which the Board considers likely to be of benefit to the district, or may guarantee the payment from the district fund of such sums as it shall think fit as interest on capital expended on any such railway (that is, whether the railway is constructed by the Government of India or by any other local authority or by a Company).

Section 236 of the same Act provides that the accumulations of a local railway cess may be utilised for all or any of the purposes specified in section 113, including the guaranteeing of payment of interest on capital spent on a railway.

A District Board in Madras, therefore, can guarantee the payment from the district fund of the money sufficient to make up minimum interest on capital expended on a railway within its area whether such railway is constructed by the Government of India or by a Company, the only disadvantage attaching to this particular form of guarantee being that the Act does not make the payment of the guaranteed interest a first charge on the District Board Fund.

13. The Government of India could not reasonably use their powers under the Indian Railways Act, 1890, or under, *e.g.*, section 113 of the Madras Local Boards Act, 1920, to prevent a District Board or a local body from constructing a light railway or a tramway which had no physical connection with any existing main line and which that local body proposed to work itself or through a local company. But as things stand at present there is no reason for continuing the practice under which District Boards are allowed to make money out of Branch Lines connected with a main line when they themselves cannot make any arrangements for the working of the lines and require to have them run by the main lines.

14. These District Board railways must not be confused with the light and feeder railways which constitute a provincial subject under the Devolution Rules. The provincial subject in question comprises " light and feeder railways and extra-municipal tramways in so far as provision for their construction and management is made by provincial legislation ". That is to say, it comprises only individual light or feeder railways or extra-municipal tramways for the construction and management of which specific provision has been made by an Act of the local legislature of the province concerned. Hitherto, no such legislation has been enacted with the result that the entry in question in the provincial schedule, as also the qualifying words to entry 5 *(a)** in the central schedule, have no operation, and all existing railways of every description are included in the central subject defined in the last-named entry. It should also be observed that the provincial subject in question is " subject to legislation by the Indian Legislature in the case of any such railway or tramway which is in physical connection with a main line or is built on the same gauge as an adjacent line ", the effect being that a provincial bill designed to provide for the construction of a light or feeder railway or extra-municipal tramway in physical connection with a main line or built on the same gauge as an adjacent main line would require the previous sanction of the Governor General under clause *(f)* of sub-section (3) of section 80-A of the Government of India Act; and it may be presumed that few occasions are likely to arise in which provision will be made by local legislation for the construction of a light or feeder railway not answering one or other of these descriptions.

15. The proposal set forth in this Resolution is not designed to evade the legitimate operation of the legal position described, in the case of District Board railways, in paragraph 12 and in the case of provincial light and feeder railways, in paragraph 14; but it follows from the proposal that Local Governments and District or Local Boards should not, in the absence of special circumstances, be encouraged to build branch or feeder lines. In other words, the normal procedure will be the construction by the Government of India, or at its cost, by a Company, of a branch line which a District Board or Local Government desires to have constructed and is prepared to guarantee. But, should the railway programme not permit the construction of such a line within a reasonable time, the possibility of permitting a District Board or Local Government to construct it from its own funds would require consideration.

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the construction of branch or feeder lines expected to prove remunerative from the point of

* " Railways and extra-municipal tramways, in so far as they are not classified as provincial subjects under entry 6 *(d)* of Part II of this Schedule."

view of railway earnings only. But there are cases where the Local Governments or local authorities may desire that a line should be constructed which will not be remunerative on railway earnings and the construction of which is desired by them for purely local reasons on account of the administrative advantages it is likely to confer or for the development of a particular area. It is proposed that in future the Railway Board in such circumstances should have power to arrange for the construction of the line from railway funds if the Local Government or the local authority guarantees the Railway Board against loss. The guarantee would be to the effect that the local authority would make up the difference between the net earnings and the interest and other charges payable. As it is not desirable that the Central Government should make any profit out of such contributions by local authorities, it is also proposed that where contributions have been made by a local authority for this purpose the repayment of such contributions should be a first charge on any net profit subsequently realised from the line, should the line prove remunerative.

17. The Central Government must, however, retain the power to decide whether a line is to be built or not; the proposals in the preceding paragraph must not be taken to imply that a Local Government by giving a guarantee can require the Railway Board to construct a line. Proposals of a Local Government might run counter to the general railway policy or might take the form of short-circuiting railway traffic and so lead to a reduction of receipts from existing lines.

18. These proposals have been circulated to Local Governments and have been generally welcomed by them as affording a suitable method of reconciling central and local interests and of providing for local bodies and Local Governments a method of securing the construction of railways which may be required for purely local reasons, and which, while not likely to prove remunerative on purely railway earnings, are likely to provide such indirect benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Several such arrangements have already been made with Local Governments.

APPENDIX F.

I.—GAZETTED OFFICERS.

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on the 31st March 1939 as compared with 31st March 1938.*

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous offices.		TOTAL.	
	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938	1939.	1938.	1939.	1938.	1939.	1938.	1939.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. *Agency Department*—																										
1·01. Europeans	2	2	4	4	4*	3	8	8	5	2	5	5	4	4	5	4	5*	7	2	1	3	3	4	2	51*	45
1·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	..	..	3	3	..	..	..	1	2	5	3	3	..	..	..	..	2	1	..	..	3	3	..	..	13	16
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	2	1
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	1	..	2	2	1	2	..	..	2*	2	..	..	1	1	..	..	7*	7
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	2	2
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	1	..	3	3	..	..	1	2	3	5	5	5	2	3	..	..	5*	4	..	..	4	4	..	..	24*	26
1·03. GRAND TOTAL	3	2	7	7	4*	3	9	10	8	7	10	10	6	7	5	4	10	11	2	1	7	7	4	2	75*	71
2. *Accounts Department*—																										
2·01. Europeans	2	2	6	6	6	5	4	4	..	..	3	2	6	4	5	5	1	1	1	1	3	4	..	..	37	34
2·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	3	3	4	4	2	2	3	3	5	6	7	9	2	4	2	1	11*	8	2	2	5	5	7	7	53*	54
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	2	2	..	..	1	1	..	..	..	1	4*	4	..	..	1	1	1	1	9*	10
(*c*) Anglo-Indians and domiciled Europeans	2	2	3	3	..	..	2	2	..	..	4	4	1	2	1	1	..	..	..	..	1	1	..	..	14	15
(*d*) Sikhs	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	3*	3	..	..	..	..	..	..	5*	5
(*e*) Indian Christians	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	2	2
(*f*) Parsis	..	..	..	..	..	..	2	2	..	..	..	..	1	1	2	2	..	..	..	..	..	..	..	..	5	5
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	5	5	8	8	3	3	9	9	6	7	12	14	4	7	5	5	18*	15	2	2	8	8	8	8	88*	91
2·03. GRAND TOTAL	7	7	14	14	9	8	13	13	6	7	15	16	10	11	10	10	19*	16	3	3	11	12	8	8	125*	125

*Revised figures.

APPENDIX F—*contd.*

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on the 31st March 1939 as compared with 31st March 1938*—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous offices.		TOTAL.	
	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1938.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
3. *Engineering Department*—																										
3·01. Europeans	9	9	31	29	18	17	27	23	15	13	30	26	38	35	22	17	37	35	2	2	20	21	9	9	258	236
3·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	8	8	10	11	4	3	15	16	15	16	34	34	12	12	17	19	47	51	..	..	17	19	2	1	181	190
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	3	3	4	4	3	3	1	5	2	2	4	4	6	6	..	1	9	8	1	1	1	1	1	1	35	39
(*c*) Anglo-Indians and domiciled Europeans	1	1	10	11	2	1	1	1	2	2	6	6	3	2	1	1	9	11	..	1	..	2	1	1	36	40
(*d*) Sikhs	1	1	..	..	3	3	..	..	..	..	..	1	..	..	..	..	7	7	1	1	..	..	..	..	12	13
(*e*) Indian Christians	..	..	..	..	..	..	1	..	..	..	..	..	5	5	2	2	1	1	1	..	1	2	..	..	11	10
(*f*) Parsis	..	..	1	1	..	..	2	2	..	..	2	2	2	2	..	1	..	..	..	..	..	..	..	..	7	8
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	13	13	25	27	12	10	20	24	19	20	46	47	28	27	20	21	73	78	3	3	19	24	4	3	282	300
3·03. GRAND TOTAL	22	22	56	56	30	27	47	47	34	33	76	73	66	62	42	41	110	113	5	5	39	45	13	12	540	535
4. *Transportation*—																										
4·01. Europeans	5	6	19	19	8	8	*22	21	10	11	26	26	36	37	14	14	26	27	2	2	8	5	4	5	*180	181
4·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	5	2	16	15	3	3	*7	8	12	12	12	13	10	11	8	11	10	12	..	..	9	11	*1	1	*93	99
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	1	3	10	11	2	2	4	5	4	3	5	3	5	5	1	1	7	9	1	1	3	2	2	1	45	46
(*c*) Anglo-Indians and domiciled Europeans	1	1	5	6	1	1	1	1	4	6	6	10	6	4	3	4	7	6	1	1	6	4	2	2	43	46
(*d*) Sikhs	..	..	2	1	..	..	1	1	..	..	1	1	..	..	2	2	5	5	..	..	..	..	..	..	11	10
(*e*) Indian Christians	..	..	1	1	..	..	3	3	..	..	1	1	..	1	1	3	1	1	..	..	1	1	..	..	8	11
(*f*) Parsis	..	..	..	..	..	..	2	2	..	..	..	..	..	1	1	1	..	..	..	..	..	..	..	..	3	4
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	7	6	34	34	6	6	*18	20	20	21	25	28	21	22	16	22	30	33	2	2	19	18	*5	4	*208	216
4·03. GRAND TOTAL	12	12	53	53	14	14	*40	41	30	32	51	54	57	59	30	36	56	60	4	4	27	23	*9	9	*383	397

* Revised figures.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
5. *Commercial*—																										
5·01. Europeans	4	3			2	2					8	4	11	11							3	2	..	..	28	26
5·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	..	3			..	..					5	7	13	14							7	7	..	..	25	31
Depressed classes	..	..			..	..					..	..	..	..							..	..	..	..	..	..
(*b*) Muslims	..	..	Included under Transportation.		2	2	Included under Transportation.				2	1	1	1	Included under Transportation.						..	..	..	..	5	4
(*c*) Anglo-Indians and domiciled Europeans	1	1			..	..					3	3	2	2							2	2	..	..	8	8
(*d*) Sikhs	..	..			..	..					..	..	..	..							..	..	..	..	..	..
(*e*) Indian Christians	..	..			..	..					..	..	1	1							..	..	..	..	1	1
(*f*) Parsis	..	..			..	..					..	..	..	..							..	..	..	..	..	..
(*g*) Other communities	..	..			..	..					..	..	..	..							..	..	..	..	..	..
(*h*) Total	1	4			2	2					10	11	17	18							9	9	..	..	39	44
5·03. Grand Total	5	7			4	4					18	19	28	29							12	11	..	..	67	70
6. *Mechanical Engineering*—																										
6·01. Europeans	8	6	24	22	14	12	25	24	11	11	28	29	18	17	17	16	44	42	1	1	15	15	4	4	209	199
6·02. Indians—																										
(*a*) Hindus— Other than Depressed classes	2	1	8	8	..	..	5	8	7	9	21	22	4	4	5	8	10	10	..	..	7	9	..	..	69	79
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	2	1	..	..	1	1	1	2	1	1	3	3	..	..	..	..	4	6	..	..	..	..	..	..	12	14
(*c*) Anglo-Indians and domiciled Europeans	1	..	4	7	..	..	..	1	3	3	6	5	1	1	..	2	1	1	..	..	..	..	..	..	16	20
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	1	..	..	..	..	..	..	2	1
(*e*) Indian Christians	..	..	..	..	..	..	..	..	1	1	1	1	1	2	..	..	2	2	..	..	..	..	1	1	6	7
(*f*) Parsis	1	1	1	1	..	..	..	..	..	..	1	1	1	1	1	1	..	..	..	..	..	..	..	..	5	5
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	6	3	13	16	1	1	6	11	12	14	33	32	7	8	6	11	18	20	..	..	7	9	1	1	110	126
6·03. Grand Total	14	9	37	38	15	13	31	35	23	25	61	61	25	25	23	27	62	62	1	1	22	24	5	5	319	325
7. *Stores Department*—																										
7·01. Europeans	1	1	5	4	1	2	6	6	2	2	6	6	4	4	5	5	5	5	..	..	3	2	..	..	38	37
7·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	..	..	2	2	..	..	1	1	2	2	4	4	..	..	2	2	2	2	..	..	3	3	..	..	16	16
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	..	..	2	2	..	..	1	2	..	..	..	..	..	..	4	5
(*c*) Anglo-Indians and domiciled Europeans	..	..	2	2	..	..	..	..	3	3	1	2	1	1	..	..	..	..	..	..	1	1	..	..	8	9
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Parsis	..	..	..	..	..	..	1	1	..	..	..	..	1	1	1	1	..	..	..	..	..	..	..	..	3	3
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	..	4	4	..	..	3	3	5	5	6	7	4	4	3	3	3	4	..	..	4	4	..	..	32	34
7·03. Grand Total	1	1	9	8	1	2	9	9	7	7	12	13	8	8	8	8	8	9	..	..	7	6	..	..	70	71

APPENDIX F—*contd.*

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on the 31st March 1939 as compared with 31st March 1938*—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous offices.		TOTAL.	
	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
8. *Other Departments*—																										
8·01. Europeans	3	2	13	11	4	3	*14	10	2	3	23	23	8	7	10	9	4	4	..	..	5	4	16	15	*102	91
8·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	2	2	4	5	..	..	*5	4	5	4	14	17	3	3	4	5	3	3	1	1	2	2	*10	11	*53	57
Depressed classes	..	..	..	..	..	..	*..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*..	..
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	1	1	..	..	..	..	2	2	..	..	..	..	2	2	6	6
(*c*) Anglo-Indians and domiciled Europeans	..	..	1	1	..	..	..	..	1	1	5	5	4	4	..	..	2	2	..	..	1	1	*5	4	*19	18
(*d*) Sikhs	..	..	1	1	..	..	..	..	..	..	1	1	..	..	..	..	2	2	..	..	..	..	2	2	6	6
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	2	..	..	..	..	..	..	*..	..	*3	3
(*f*) Parsis	..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	3
(*g*) Other communities	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*h*) Total	2	2	6	7	..	..	*10	9	6	5	21	24	8	8	6	7	9	9	1	1	3	3	*19	19	*91	94
8·03. GRAND TOTAL	5	4	19	18	4	3	*24	19	8	8	44	47	16	15	16	16	13	13	1	1	8	7	*35	34	*193	185
9. *Total*—																										
9·01. Europeans	34	31	102	95	*57	52	106	96	45	42	129	125	125	119	78	70	*122	121	8	7	60	56	37	35	*903	849
9·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	26	19	47	48	9	8	*36	41	48	54	100	109	44	48	38	46	*85	87	3	3	53	59	20	20	*503	542
Depressed classes	..	..	..	..	..	..	*..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*..	..
(*b*) Muslims	7	7	14	15	8	8	10	16	7	6	16	13	14	14	1	3	*28	32	2	2	5	4	6	5	*118	125
(*c*) Anglo-Indians and domiciled Europeans	6	5	25	30	3	2	4	5	14	15	33	37	19	18	5	8	*21	22	1	2	12	12	*8	7	*151	163
(*d*) Sikhs	1	1	4	3	3	3	1	1	1	1	4	4	..	..	2	2	*18	18	1	1	..	..	2	2	*87	36
(*e*) Indian Christians	..	..	1	1	1	1	5	4	1	1	2	2	9	11	5	7	4	4	1	..	3	4	*1	1	*33	36
(*f*) Parsis	1	1	2	2	..	..	10	10	..	..	3	3	5	6	5	6	..	..	..	..	..	..	..	..	26	28
(*g*) Other communities	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*h*) Total	35	33	93	99	24	22	67	78	71	77	168	168	91	97	56	72	*156	163	8	8	73	79	37	35	*869	931
9·03. GRAND TOTAL	69	64	195	194	*81	74	173	174	116	119	287	293	216	216	134	142	*278	284	16	15	133	135	74	70	*1,772	1,780
9·04. Grand Total including staff on loan from the Indian Audit & Accounts Service (Department).	69	64	195	194	*81	74	173	174	118	120	293	298	217	220	134	142	*282	288	16	15	133	135	..	..	..	..

* Revised figures.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
10. *Increase (+) and Decrease (—)*																										
10·01. Europeans	..	—3	..	—7	..	—5	..	—10	..	—3	..	—4	..	—6	..	—8	..	—1	..	—1	..	—4	..	—2	..	—54
10·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	..	—1	..	+1	..	—1	..	+5	..	+6	..	+9	..	+4	..	+8	..	+2	..	..	..	+6	..	..	..	+39
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	+1	..	..	..	+6	..	—1	..	—3	..	..	..	+2	..	+4	..	..	..	—1	..	—1	..	+7
(*c*) Anglo-Indians and domiciled Europeans	..	—1	..	+5	..	—1	..	+1	..	+1	..	+4	..	—1	..	+3	..	+1	..	+1	..	..	..	—1	..	+12
(*d*) Sikhs	..	..	..	—1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	—1
(*e*) Indian Christians	..	..	..	..	..	..	..	—1	..	..	..	..	..	+2	..	+2	..	..	..	—1	..	+1	..	..	..	+3
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	+1	..	+1	..	..	..	..	..	..	..	..	..	+2
(*g*) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	—2	..	+6	..	—2	..	+11	..	+6	..	+10	..	+6	..	+16	..	+7	..	..	..	+6	..	—2	..	+62
10·03. GRAND TOTAL	..	—5	..	—1	..	—7	..	+1	..	+3	..	+6	..	..	..	+8	..	+6	..	—1	..	+2	..	—4	..	+8
11. *Percentage of Total*—																										
11·01. Europeans	49·3	48·4	52·3	49·0	*70·4	70·3	61·3	54·9	58·8	35·3	44·9	42·7	57·9	55·1	58·2	49·3	*43·9	42·6	50·0	46·7	45·1	41·5	*50·0	50·0	*51·0	47·7
11·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	29·0	29·7	24·1	24·7	*11·1	10·8	*20·8	23·7	41·4	45·4	34·8	37·2	20·4	22·2	28·4	32·4	*30·6	30·6	18·8	20·0	39·8	43·7	*27·0	28·6	*28·4	30·4
Depressed classes	..	..	..	..	..	..	*..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*..	..
(*b*) Muslims	10·1	10·9	7·2	7·7	*9·9	10·8	9·2	9·2	6·0	5·0	5·6	4·4	6·5	6·5	0·7	2·1	*10·1	11·3	12·5	13·3	3·8	3·0	*8·1	7·1	6·6	7·0
(*c*) Anglo-Indians and domiciled Europeans	8·6	7·8	12·8	15·5	3·7	2·7	2·3	2·9	12·1	12·6	11·5	12·6	8·8	8·8	3·7	5·7	*7·5	7·8	6·2	13·3	9·0	8·9	10·8	10·0	*8·5	9·2
(*d*) Sikhs	1·5	1·6	2·1	1·6	3·7	4·1	0·6	0·6	0·9	0·9	1·4	1·4	..	..	1·5	1·4	*6·5	6·3	6·2	6·7	..	..	*2·7	2·9	*2·1	2·0
(*e*) Indian Christians	..	..	0·5	0·5	1·2	1·3	2·9	2·3	0·8	0·8	0·7	0·7	4·1	5·1	3·7	4·9	*1·4	1·4	6·2	..	2·3	2·9	*1·4	1·4	*1·8	2·0
(*f*) Parsis	1·5	1·6	1·0	1·0	..	..	5·7	5·8	..	..	1·1	1·0	2·3	2·8	3·8	4·2	..	..	..	..	..	..	..	..	*1·5	1·6
(*g*) Other Communities	..	..	..	..	..	..	0·6	0·6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0·1	0·1

* Revised figures.

APPENDIX F—*contd.*

II.—SENIOR SUBORDINATES.

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on 31st March 1939 as compared with 31st March 1938.*

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.
1	2	3	4	5	6	7	8	9	10	11	12	*13	14	15	16	17	18	19	20	21	22	23	24	25
1. *Agency Department*—																								
1·01. Europeans	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	1	2	..	..	..	..	3	4
1·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	..	..	5	6	1	2	9	11	14	13	7	14	2	1	3	3	7	8	..	..	3	3	51	61
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	2	3	1	1	..	..	5	5
(*c*) Anglo-Indians and domiciled Europeans	1	1	..	..	1	1	3	3	1	1	8	4	1	1	1	1	2	1	..	..	1	1	19	14
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians	..	..	..	..	..	..	2	2	..	..	..	..	2	3	..	..	1	1	..	..	..	..	5	6
(*f*) Parsis	..	..	..	..	..	..	*3	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*3	3
(*g*) Other communities	..	..	..	..	..	..	*..	..	1	1	..	..	1	1	..	..	..	..	..	..	..	..	*2	2
(*h*) Total	1	1	5	6	2	3	19	20	16	15	15	18	6	6	4	4	12	13	1	1	4	4	85	91
1·03 GRAND TOTAL	1	1	5	6	2	3	19	20	18	17	15	18	6	6	4	4	13	15	1	1	4	4	88	95
2. *Accounts Department*—																								
2·01. Europeans	..	..	..	..	..	..	*2	1	..	..	7	7	..	..	..	..	..	..	..	..	..	..	*9	8
2·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	6	7	29	28	*5	4	*22	24	33	23	*57	54	22	19	8	8	*49	47	1	1	18	18	*250	233
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	1	2	3	2	2	1	..	..	6	7	..	..	1	..	*18	18	1	1	1	1	*33	32
(*c*) Anglo-Indians and domiciled Europeans	1	1	22	25	6	7	*18	15	6	6	7	7	15	14	9	9	2	2	..	..	3	3	*84	89
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	..	*7	7	..	..	..	..	*8	9
(*e*) Indian Christians	..	..	1	1	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	3	3
(*f*) Parsis	..	..	..	..	..	..	9	6	..	..	..	..	1	..	2	2	..	..	..	..	..	..	12	8
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	1
(*h*) Total	7	8	53	56	*14	13	*46	46	39	30	*71	69	41	36	20	19	*76	74	2	2	22	22	*391	375
2·03. GRAND TOTAL	7	8	53	56	*14	13	*48	47	39	30	*78	76	41	36	20	19	*76	74	2	2	22	22	*400	383

* Revised figures.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
3. *Engineering Department*—																								
3·01. Europeans	1	1	3	4	3	3	*10	8	2	2	26	17	13	11	5	4	20	20	..	..	3	4	*86	74
3·02. Indians—																								
(a) Hindus																								
Other than Depressed classes	13	13	45	48	3	5	*76	88	37	39	106	113	65	59	24	25	*100	102	1	1	11	14	*481	507
Depressed classes	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(b) Muslims	4	3	5	4	4	4	10	9	4	5	11	10	13	11	2	1	62	62	..	..	2	2	117	111
(c) Anglo-Indians and domiciled Europeans	4	4	31	33	14	13	*10	14	17	17	96	92	58	54	15	14	40	36	1	3	11	16	*297	296
(d) Sikhs	2	2	3	4	..	..	..	..	3	3	*7	7	7	6	..	..	34	33	..	..	..	..	*56	55
(e) Indian Christians	..	..	3	2	..	..	*3	2	1	1	*3	4	10	11	5	4	4	2	1	..	2	2	*32	28
(f) Parsis	..	..	..	..	..	..	*20	21	..	..	..	..	9	9	2	2	1	1	..	..	..	..	*32	33
(g) Other communities	..	..	..	..	..	..	3	4	..	..	..	2	3	3	..	..	1	2	..	..	..	..	7	11
(h) Total	24	23	87	91	21	22	*122	138	62	65	223	228	165	153	48	46	*242	238	3	4	26	34	* 1,023	1,042
3·03. GRAND TOTAL	25	24	90	95	24	25	*132	146	64	67	249	245	178	164	53	50	*262	258	3	4	29	38	*1,109	1,116
4. *Transportation*—																								
4.01. Europeans	..	1	14	14	2	1	*25	20	18	15	71	62	71	62	..	..	80	72	..	..	4	4	*285	251
4·02. Indians—																								
(a) Hindus—																								
Other than Depressed classes	4	4	89	94	5	5	*109	107	32	33	*52	53	89	92	2	2	83	86	1	1	7	9	*467	486
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	..	..	..	1	2
(b) Muslims	..	1	10	13	..	..	*6	10	..	..	4	5	16	16	1	1	41	42	..	..	..	..	*78	88
(c) Anglo-Indians and domiciled Europeans	14	25	59	56	15	15	*32	32	33	33	152	158	461	439	26	23	72	63	4	5	15	9	*883	863
(d) Sikhs	..	1	5	7	..	..	..	..	3	3	..	..	1	1	..	..	16	18	..	..	..	..	25	30
(e) Indian Christians	..	1	3	11	..	..	*15	18	1	1	2	2	51	52	1	..	9	9	..	..	..	..	*82	94
(f) Parsis	..	..	..	..	..	..	*37	37	..	..	1	1	18	12	..	..	12	14	..	..	..	..	*68	64
(g) Other communities	..	..	..	..	..	..	4	4	..	..	..	..	14	12	..	1	1	3	..	..	..	..	19	20
(h) Total	18	32	166	181	20	20	*197	208	74	75	*211	219	651	626	30	27	234	235	5	6	22	18	*1,628	1,647
4·03. GRAND TOTAL	18	33	180	195	22	21	*222	228	92	90	*282	281	722	688	30	27	314	307	5	6	26	22	*1,913	1,898
5. *Commercial*—																								
5·01. Europeans	..	..	Included under Transportation.		..	..	Included under Transportation				14	12	..	..	Included under Transportation.		3	2	Included under Transportation.		..	..	17	14
5·02. Indians—																								
(a) Hindus—																								
Other than Depressed classes	5	5			1	2					39	42	20	25			22	17			6	6	102	97
Depressed classes	..	..			..	..					..	..	..	..			..	..			..	..	..	..
(b) Muslims	..	..			1	1					8	5	2	2			9	7			..	..	20	15
(c) Anglo-Indians and domiciled Europeans	..	..			1	1					18	24	11	9			4	4			..	..	34	38
(d) Sikhs	..	..			..	..					1	1	..	..			5	3			..	..	6	9
(e) Indian Christians	..	..			..	..					..	..	6	5			1	2			..	..	7	7
(f) Parsis	..	..			..	..					..	..	..	..			..	1			..	..	..	1
(g) Other communities	1	..			..	..					..	..	*2	3			..	1			..	..	3	4
(h) Total	6	5			3	4					66	72	50	44			41	40			6	6	172	171
5·03. GRAND TOTAL	6	5			3	4					80	84	50	44			44	42			6	6	189	185

* Revised figures.

APPENDIX F—*contd.*

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on 31st March 1939 as compared with 31st March 1938*—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
6. *Mechanical Engineering*—																								
6·01. Europeans	12	11	43	35	9	8	*107	105	27	28	151	154	47	44	43	39	*89	91	5	3	14	15	*547	533
6·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	5	5	35	30	3	3	*58	65	43	55	*163	169	27	29	11	7	*101	98	..	..	29	28	*475	480
Depressed classes	..	..	..	..	..	1	*1	1	..	..	2	2	..	..	..	..	..	..	..	..	..	..	*3	4
(*b*) Muslims	1	..	4	5	1	1	*7	8	3	4	19	19	2	2	1	1	83	89	..	..	4	6	*125	135
(*c*) Anglo-Indians and domiciled Europeans	19	8	300	312	14	21	*191	191	71	71	621	611	98	99	94	91	213	212	5	6	106	94	*1,732	1,716
(*d*) Sikhs	2	1	9	5	..	..	1	1	1	1	6	5	2	2	3	3	39	39	..	..	..	..	63	57
(*e*) Indian Christians	3	2	5	3	..	..	*19	13	1	1	3	2	13	14	..	..	5	6	..	..	7	7	*56	48
(*f*) Parsis	..	..	1	1	..	..	*18	24	..	..	1	1	5	4	..	..	6	6	..	..	..	..	*31	36
(*g*) Other communities	1	..	1	..	..	..	*13	18	2	2	4	3	3	3	..	..	7	5	..	..	..	..	*31	31
(*h*) Total	31	16	355	356	18	26	*308	321	121	134	*819	812	150	153	109	102	*454	455	5	6	146	135	*2,516	2,516
6·03. GRAND TOTAL	43	27	398	391	27	34	*415	426	148	162	*970	966	197	197	152	141	*543	546	10	9	160	150	*3,063	3,049
7. *Stores Department*—																								
7·01. Europeans	..	..	..	..	..	..	..	..	..	..	3	3	2	2	1	1	7	6	..	..	..	..	13	12
7·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	1	1	12	12	..	..	10	11	11	13	15	15	6	6	2	2	17	18	..	..	3	2	77	80
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	1	..	..	..	4	5	..	..	..	..	10	13	..	..	..	..	15	18
(*c*) Anglo-Indians and domiciled Europeans	1	1	11	10	..	..	..	..	2	1	20	17	..	..	2	1	7	9	..	..	1	1	44	40
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	3	..	..	..	..	3	3
(*e*) Indian Christians	..	..	2	2	..	..	2	1	..	..	..	..	1	1	..	1	1	1	..	..	..	..	6	6
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	1	..	..	..	..	..	3	1
(*g*) Other communities	..	..	..	..	..	..	2	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	2	2
(*h*) Total	2	2	25	24	..	..	15	13	13	15	39	37	9	8	4	4	39	44	..	..	4	3	150	150
7·03. GRAND TOTAL	2	2	25	24	..	..	15	13	13	15	42	40	11	10	5	5	46	50	..	..	4	3	163	162

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
8. *Other Departments*—																								
8·01. Europeans	..	..	17	14	4	3	11	6	1	2	*33	30	2	1	2	2	*5	5	..	..	1	1	*76	64
8·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	4	4	27	34	*6	6	*48	31	15	15	*88	79	9	11	22	21	*10	11	..	..	3	3	*232	215
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	1	4	1	..	*1	1	3	3	*9	8	3	4	..	..	*5	5	..	..	1	1	*24	26
(*c*) Anglo-Indians and domiciled Europeans	6	4	20	27	8	8	*19	12	8	8	*54	61	9	11	15	14	*12	12	..	..	2	2	*153	159
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	1	1	1	1	1	..	1	1	..	..	..	..	4	3
(*e*) Indian Christians	..	..	..	..	..	..	*4	4	..	..	2	2	3	4	1	1	3	1	..	..	4	4	*22	16
(*f*) Parsis	..	..	2	2	..	..	*3	3	..	..	1	1	6	6	..	..	..	..	..	..	..	..	*17	17
(*g*) Other Communities	..	..	..	..	1	1	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	3	2
(*h*) Total	10	8	50	67	*16	15	*80	56	26	26	155	152	38	33	39	36	*31	30	..	..	10	10	*455	438
8·03. GRAND TOTAL	10	8	67	81	*20	18	*91	62	27	28	*188	182	40	39	41	38	*36	35	..	..	11	11	*531	502
9. *Railway Board and other Railway offices*—																								
9·01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
9·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	146	140
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	28	28
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16	17
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14	14
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	6
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	210	206
9·03. GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	211	207
10. *Total*—																								
10·01. Europeans	13	13	77	67	18	15	*155	140	50	49	*305	285	135	120	51	46	205	198	5	3	22	24	*1,037	961
10·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	38	39	242	252	24	27	*326	337	185	191	*527	539	240	242	72	68	*389	387	3	3	80	83	*2,281	2,308
Depressed classes	1	1	..	..	..	1	*1	1	..	..	2	2	1	2	..	..	..	..	..	..	..	..	*5	8
(*b*) Muslims	5	4	21	28	10	8	*29	30	10	12	*61	59	36	35	5	3	230	239	2	2	8	10	445	458
(*c*) Anglo-Indians and domiciled Europeans	46	44	443	463	59	66	*268	267	143	142	*976	974	653	627	162	153	*352	339	10	14	139	126	3,267	3,232
(*d*) Sikhs	4	4	17	16	..	..	1	1	7	8	*16	15	11	10	4	3	*105	109	..	..	..	..	179	180
(*e*) Indian Christians	3	3	14	19	..	..	*45	40	3	3	*10	10	93	92	7	6	24	22	1	..	13	13	*219	214
(*f*) Parsis	..	..	3	3	..	..	*95	99	..	..	3	3	41	32	4	4	20	22	..	..	..	..	*166	163
(*g*) Other Communities	2	..	1	..	1	1	*22	27	3	4	4	5	26	24	..	1	9	11	..	..	..	..	*68	73
(*h*) Total	99	95	741	781	94	103	787	802	351	360	*1,699	1,607	1,110	1,064	254	238	*1,129	1,129	16	19	240	232	*6,630	6,636
10·03. GRAND TOTAL	112	108	818	848	112	118	*942	942	401	409	1,904	1,892	1,245	1,184	205	284	*1,334	1,327	21	22	262	256	*7,667	7,597

* Revised figures.

APPENDIX F—*concld.*

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on 31st March 1939 as compared with 31st March 1938*—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938.	1939.	1938	1939.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
11. *Increase* (+) *Decrease* (—)																								
11·01. Europeans	..	..	..	—10	..	—3	..	—15	..	—1	..	—20	..	—15	..	—5	..	—7	..	—2	..	+2	..	—76
11·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	..	+1	..	+10	..	+3	..	+11	..	+6	..	+12	..	—7	..	—4	..	—2	..	..		+3	..	+27
Depressed classes	..	..	..	..	..	+1	..	..	..	..	..	..	..	+1	..	..	..	..	..	..	..	..	..	+3
(*b*) Muslims	..	—1	..	+7	..	—2	..	+1	..	+2	..	—2	..	—1	..	—2	..	+9	..	..	..	+2	..	+13
(*c*) Anglo-Indians and domiciled Europeans	..	—2	..	+20	..	+7	..	—1	..	—1	..	—2	..	—26	..	—9	..	—13	..	+4	..	—13	..	—35
(*d*) Sikhs	..	..	..	—1	..	..	..	..	..	+1	..	—1	..	—1	..	—1	..	+4	..	..	..	..	..	+1
(*e*) Indian Christians	..	..	..	+5	..	..	..	—5	..	..	..	..	..	—1	..	—1	..	—2	..	—1	..	..	..	—5
(*f*) Parsis	..	..	..	..	..	..	..	+4	..	..	..	..	..	—9	..	..	..	+2	..	..	..	..	..	—3
(*g*) Other Communities	..	—2	..	—1	..	..	..	+5	..	+1	..	+1	..	—2	..	+1	..	+2	..	..	..	..	..	+5
(*h*) Total	..	—4	..	+40	..	+9	..	+15	..	+9	..	+8	..	—46	..	—16	..	..	..	+3	..	—8	..	+6
11·03. GRAND TOTAL	..	—4	..	+30	..	+6	..	..	..	+8	..	—12	..	—61	..	—21	..	—7	..	+1	..	—6	..	—70
12. *Percentage of total*—																								
12·01. Europeans	11·6	12·0	9·4	7·9	16·1	12·7	*16·5	14·9	12·5	12·0	*16·0	15.1	10·8	10·1	16·7	16·2	15·4	14·9	23·8	13·6	8·4	9·4	* 13·5	12·7
12·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	33·9	36·1	29·6	29·7	21·4	22·9	*34·6	35·7	46·1	46·7	*27·7	28·5	20·0	20·4	23·6	23·9	*20·1	29·2	14·3	13·6	30·5	32·4	*29·7	30.4
Depressed classes	0·9	0·9	..	..	..	0·8	*0·1	0·2	..	..	0·1	0·1	0·1	0·2	..	..	..	..	..	..	..	..	0·1	0·1
(*b*) Muslims	4·5	3·7	2·6	3·3	8·9	6·8	3·1	3·2	2·5	2·0	3·2	3·1	2·9	3·0	1·7	1·1	*17·2	18·0	9·5	9·1	3·0	3·9	5·8	6·0
(*c*) Anglo-Indians and domiciled Europeans	41·1	40·8	54·1	54·6	52·6	56·0	*28·4	28·3	35·7	34·7	*51·3	51·5	52·4	53·0	53·1	53·9	*26·4	25·5	47·6	63·7	53·1	49·2	42·6	42·5
(*d*) Sikhs	3·5	3·7	2·1	1·9	..	..	0·1	0·2	1·8	2·0	*0·0	0·8	0·9	0·8	1·3	1·1	7·0	8·2	..	..	..	..	2·3	2·4
(*e*) Indian Christians	2·7	2·8	1·7	2·2	..	..	*4·8	4·2	0·7	0·7	*0·5	0·5	7·5	7·8	2·3	2·1	1·8	1·7	4·8	..	5·0	5·1	2·9	2·8
(*f*) Parsis	..	..	0·4	0·4	..	..	*10·1	10·5	..	..	0·1	0·2	3·3	2·7	1·3	1·4	1·5	1·7	..	..	..	..	2·2	2·1
(*g*) Other Communities	1·8	..	0·1	..	1·0	0·8	*2·3	2·8	0·7	1·0	0·2	0·2	2·1	2·0	—	0·3	0·7	0·8	..	..	..	..	0·9	1·0

* Revised figures.

APPENDIX G-I.

Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways during 1938-39.

Departments.	No. of vacancies actually filled.	FILLED BY								
			INDIANS.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11
STATE-MANAGED RAILWAYS.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	3	..	2	..	1	..	..	..	..	3
3. Engineering	4	..	1	1	1	..	..	1	..	4
4. Transportation (Traffic) and Commercial.	7	1	3	1	1	..	1	..	..	6
5. Transportation (Power) and Mechanical Engineering.	3	..	2	1	..	..	..	..	..	3
6. Stores Department	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1938-39	17	1	8	3	3	..	1	1	..	16
1937-38	30	7	13	4	4	1	..	1	..	23
9. Percentage of Europeans to number of vacancies filled—										
1938-39	5·9	..	..	..	..	..	..	..	..	..
1937-38	23·3	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1938-39	94·1	..	..	..	..	..	..	..	..	..
1937-38	76·7	..	..	..	..	..	..	..	..	..
OTHER RAILWAYS.										
Assam Bengal Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	1	..	..	1	..	..	..	..	..	1
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1938-39	1	..	..	1	..	..	..	..	..	1
1937-38	6	..	4	1	..	..	..	1	..	6
9. Percentage of Europeans to number of vacancies filled—										
1938-39	0·00	..	..	..	..	..	..	..	..	..
1937-38	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1938-39	100·0	..	..	..	..	..	..	..	..	..
1937-38	100·0	..	..	..	..	..	..	..	..	..

APPENDIX G-I—*contd.*

Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways during 1938-39—contd.

Departments.	No. of vacancies actually filled.	FILLED BY								
			INDIANS.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11
Bengal and North-Western Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	2	1	1	..	..	..	..	..	..	1
3. Engineering	3	2	..	1	..	..	..	..	..	1
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	1	1	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1938-39	6	4	1	1	..	..	..	..	..	2
1937-38	9	3	..	2	1	2	1	..	..	6
9. Percentage of Europeans to number of vacancies filled—										
1938-39	66·7	..	..	..	..	..	..	..	..	..
1937-38	33·3	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1938-39	33·3	..	..	..	..	..	..	..	..	..
1937-38	66·7	..	..	..	..	..	..	..	..	..
Bengal Nagpur Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	6	..	4	..	2	..	..	..	..	6
4. Transportation and Commercial	3	..	1	1	1	..	..	..	..	3
5. Mechanical	3	..	..	..	3	..	..	..	..	3
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	2	1	1	..	..	..	..	..	..	1
8. TOTAL—										
1938-39	14	1	6	1	6	..	..	..	..	13
1937-38	15	2	8	2	3	..	..	..	..	13
9. Percentage of Europeans to number of vacancies filled—										
1938-39	7·14	..	..	..	..	..	..	..	..	..
1937-38	13·3	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1938-39	92·9	..	..	..	..	..	..	..	..	..
1937-38	86·7	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India Railway.										
1. Agency	1	1	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	5	..	..	5	..	..	..	..	..	5
4. Transportation and Commercial	4	1	2	1	..	..	..	..	..	3
5. Mechanical	4	..	2	1	1	..	..	..	..	4
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1938-39	14	2	4	7	1	..	..	..	..	12
1937-38	8	3	2	..	..	..	1	1	1	5
9. Percentage of Europeans to number of vacancies filled—										
1938-39	14·3	..	..	..	..	..	..	..	..	..
1937-38	37·5	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1938-39	85·7	..	..	..	..	..	..	..	..	..
1937-38	62·5	..	..	..	..	..	..	..	..	..

APPENDIX G-I—*concld.*

Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways during 1938-39—concld.

Departments.	No. of vacancies actually filled.	FILLED BY								
			INDIANS.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11
* *Madras and Southern Mahratta Railway.*										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	3	1	1	..	..	..	..	1	..	2
4. Transportation and Commercial	5	..	3	..	1	..	1	..	..	5
5. Mechanical	2	..	1	..	1	..	..	..	..	2
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1938-39	10	1	5	..	2	..	1	1	..	9
1937-38	16	2	8	3	2	..	1	..	..	14
9. Percentage of Europeans to number of vacancies filled—										
1938-39	10·0	..	..	..	..	..	..	..	..	..
1937-38	12·5	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1938-39	90·0	..	..	..	..	..	..	..	..	..
1937-38	87·5	..	..	..	..	..	..	..	..	..
Rohilkund and Kumaon Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1938-39	..	..	..	..	..	..	..	..	..	..
1937-38	1	..	1	..	..	..	..	..	..	1
9. Percentage of Europeans to number of vacancies filled—										
1938-39	0·00	..	..	..	..	..	..	..	..	..
1937-38	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1938-39	0·00	..	..	..	..	..	..	..	..	..
1937-38	100·0	..	..	..	..	..	..	..	..	..
South Indian Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	1	1	..	..	..	..	..	..	..	..
3. Engineering	2	..	2	..	..	..	..	..	..	2
4. Transportation and Commercial	4	..	3	..	1	..	..	..	..	4
5. Mechanical	2	..	2	..	..	..	..	..	..	2
6. Stores	1	..	1	..	..	..	..	..	..	1
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1938-39	10	1	8	..	1	..	..	..	..	9
1937-38	11	..	5	2	3	..	1	..	..	11
9. Percentage of Europeans to number of vacancies filled—										
1938-39	10·0	..	..	..	..	..	..	..	..	..
1937-38	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1938-39	90·0	..	..	..	..	..	..	..	..	..
1937-38	100·0	..	..	..	..	..	..	..	..	..

* Officer candidates who were originally treated as subordinates and whom it has recently been decided to treat as officers, have been included.

APPENDIX G-II.

Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1938 to 31st March 1939.

Name of Service, etc.	Europeans.		Hindus.				Minority communities recognised for the purpose of communal representation.										Other communities.		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.		Sikhs.		Indian Christians.		Parsis.				
	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								(i) PERMANENT.											
I.—Railways—																			
State-managed—																			
Eastern Bengal . . .	..	..	174	45·8	5	1·3	182	47·9	13	3·4	1	0·3	5	1·3	..	..	..	..	380
East Indian	..	..	237	59·4	..	..	99	24·8	54	13·5	5	1·3	4	1·0	..	..	..	..	399
Great Indian Peninsula . .	..	..	227	67·2	3	0·9	42	12·4	37	10·9	2	0·6	19	5·6	7	2·1	1	0·3	338
North Western . . .	3	0·5	158	25·1	..	..	373	59·2	31	4·9	55	8·7	10	1·6	..	..	..	..	630
Company-managed—																			
Assam Bengal . . .	..		74	44·6	15	9·1	54	32·5	5	3·0	3	1·8	11	6·6	..	..	4	2·4	166
Bengal and North-Western .	3	2·2	81	60·0	2	1·5	37	27·4	10	7·4	..	..	2	1·5	..	..	..	..	135
Bengal Nagpur . . .	..	..	242	61·5	..	..	53	13·4	79	20·2	8	2·1	9	2·2	2	0·5	..	..	393
Bombay, Baroda and Central India.	2	0·4	331	63·8	7	1·4	54	10·4	42	8·0	1	0·2	46	8·8	22	4·3	14	2·7	519
Madras and Southern Mahratta	2	0·8	160	61·5	4	1·5	21	8·1	60	23·1	..	..	12	4·6	..	..	1	0·4	260
Rohilkund and Kumaon .	..	..	25	60·9	..	..	11	26·8	3	7·3	1	2·5	1	2·5	..	..	..	..	41
South Indian . . .	..	..	134	61·2	8	3·7	20	9·1	29	13·2	..	..	28	12·8	..	..	..	..	219
II.—Miscellaneous Offices—																			
Chief Mining Engineer . .	..	..	2	66·7	..	..	1	33·3	..	..	..	..	..	..	..	..	..	..	3
Central Publicity . . .	..	..	..	.	..	..	..	..	..	..	..	..	..	..	..	.	..	..	..
Government Inspectors of Railways.	..	..	..	..	..	..	1	10·0	..	..	..	..	..	..	..	.	..	..	1
Director, Railway Clearing Accounts.	..	..	24	80·0	..	..	4	13·3	..	..	2	6·7	..	..	..	..	..	..	30
Controller of Railway Accounts	..	..	1	100·0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
TOTAL .	10	0·3	1,870	53·2	44	1·2	952	27·1	363	10·3	78	2·2	147	4·2	31	0·9	20	0·6	3,515

APPENDIX G-II.

Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1938 to 31st March 1939.

Name of Service, etc.	Europeans.		Hindus.				Minority communities recognised for the purpose of communal representation.										Other communities.		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.		Sikhs.		Indian Christians.		Parsis.				
	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	No.	Percentage	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
I.—Railways—								(ii) TEMPORARY.											
State-managed—																			
Eastern Bengal . . .	..	..	623	47·2	3	0·2	605	45·8	82	6·2	1	0·1	4	0·3	..	..	2	0·2	1,320
East Indian	..	..	1,120	66·6	..	..	386	22·9	146	8·7	8	0·5	21	1·3	..	..	..	..	1,681
Great Indian Peninsula . .	..	..	194	67·6	3	1·0	28	9·8	9	3·1	..	..	47	16·4	5	1·7	1	0·4	287
North Western . . .	..	..	325	25·2	..	..	788	61·1	38	3·0	120	9·3	18	1·4	..	..	..	..	1,289
Company-managed—																			
Assam Bengal . . .	..	..	67	71·2	1	1·1	22	23·4	2	2·1	1	1·1	1	1·1	..	..	..	..	94
Bengal and North-Western .	..	..	81	75·0	1	0·9	24	22·2	..	..	1	0·9	1	0·9	..	..	..	..	108
Bengal Nagpur . . .	..	..	347	62·3	5	0·8	75	13·4	101	18·2	5	0·8	24	4·4	..	..	..	..	557
Bombay, Baroda and Central India.	..	..	641	80·5	1	0·1	104	13·1	12	1·5	5	0·6	18	2·3	12	1·5	3	0·4	796
Madras and Southern Mahratta	..	..	47	73·4	1	1·6	3	4·7	3	4·7	..	..	9	14·0	..	..	1	1·6	64
Rohilkund and Kumaon .	..	..	19	76·0	..	..	5	20·0	..	..	..	..	1	4·0	..	..	..	..	25
South Indian . . .	..	..	236	74·9	3	1·0	16	5·1	6	1·9	..	..	54	17·1	..	..	..	..	315
II.—Miscellaneous Offices—																			
Chief Mining Engineer . .	..	..	3	100·0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
Central Publicity . . .	..	..	1	50·0	..	..	1	50·0	..	..	..	..	..	..	..	..	..	..	2
Government Inspectors of Railways.	..	..	2	10·0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
Director, Railway Clearing Accounts.	..	..	29	54·7	1	1·9	17	32·1	..	..	5	9·4	1	1·9	..	..	..	..	53
Controller of Railway Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL .	..	..	3,735	56·6	19	0·3	2,074	31·4	399	6·1	146	2·2	199	3·0	17	0·3	7	0·1	6,596
GRAND TOTAL (Both permanent and temporary).	10	0·1	5,605	55·4	63	0·6	3,026	29·9	762	7·6	224	2·2	346	3·4	48	0·5	27	0·3	10,111

APPENDIX H.

Office of the Railway Department (Railway Board) and attached offices on 31st March 1939.

The Hon'ble Sir Thomas Stewart, K.C.I.E., C.S.I., I.C.S., Member of Council of the Governor General.

Railway Board.

The Hon'ble Sir Guthrie Russell, K.C.I.E.	Chief Commissioner of Railways.
Mr. B. M. Staig, C.S.I., I.C.S.	Financial Commissioner of Railways.
Mr. A. E. Tylden Pattenson	Member (Temporary).
Mr. Frank D'Souza, C.I.E.	Member (*Offg.*).
Mr. T. S. Sankara, C.I.E.	Director, Finance.
Mr. E. Ingoldby, A.M.I.C.E., M.I.L.E.	Director, Mechanical Engineering.
Khan Bahadur Muzaffar Hussain	Director, Establishment.
Mr. S. E. L. West, O.B.E., V.D.	Director, Traffic (*Offg.*).
Mr. L. H. Swain	Director, Civil Engineering (*Offg.*).
Mr. A. C. Griffin, O.B.E.	Secretary.
Khan Bahadur Z. H. Khan	Deputy Director, Establishment (I).
Mr. Yaqub Shah	Deputy Director, Finance.
Mr. J. D. Michael	Deputy Director, Establishment (II) (Temporary).
Mr. H. M. Jagtiani	Deputy Director, Traffic (Commercial).
Mr. J. W. C. Holt	Deputy Director, Traffic (Transportation) (Temporary).
Mr. R. C. Paranjoti, B.A., B.E., B.Sc. (LOND.), A.M.I.L.E.	Deputy Director, Mechanical Engineering.
Khan Bahadur K. Ubaidullah	Assistant Director, Finance (Temporary).
Mr. E. C. Rundlett	Assistant Secretary.

Attached Officers.

Mr. W. E. Flewett, B.A., I.F.S.	Joint Timber Advisory Officer, Railway and Defence Departments.
Mr. K. C. Srinivasan	Officer on Special Duty with the Railway Board.
Mr. R. C. Case	Officer on Special Duty with the Railway Board.

Attached Offices.

Central Standards Office.

Mr. J. M. D. Wrench, C.I.E.	Chief Controller of Standardization.
Mr. W. Hood	Deputy Chief Controller (Civil).
Mr. R. G. Burt	Officer on Special Duty.
Mr. W. Douglas Thomson	Assistant Chief Controller (Civil).
Mr. F. M. G. Wheeler	Assistant Chief Controller (Mechanical).
Mr. P. S. Venkata Raman	Assistant Chief Controller (Specifications and Records).

Central Publicity Bureau.

Mr. G. T. Tait, B.Sc.	Central Publicity Officer, Indian State Railways.
Mr. P. W. Sullivan	Assistant Publicity Officer, Indian State Railways.

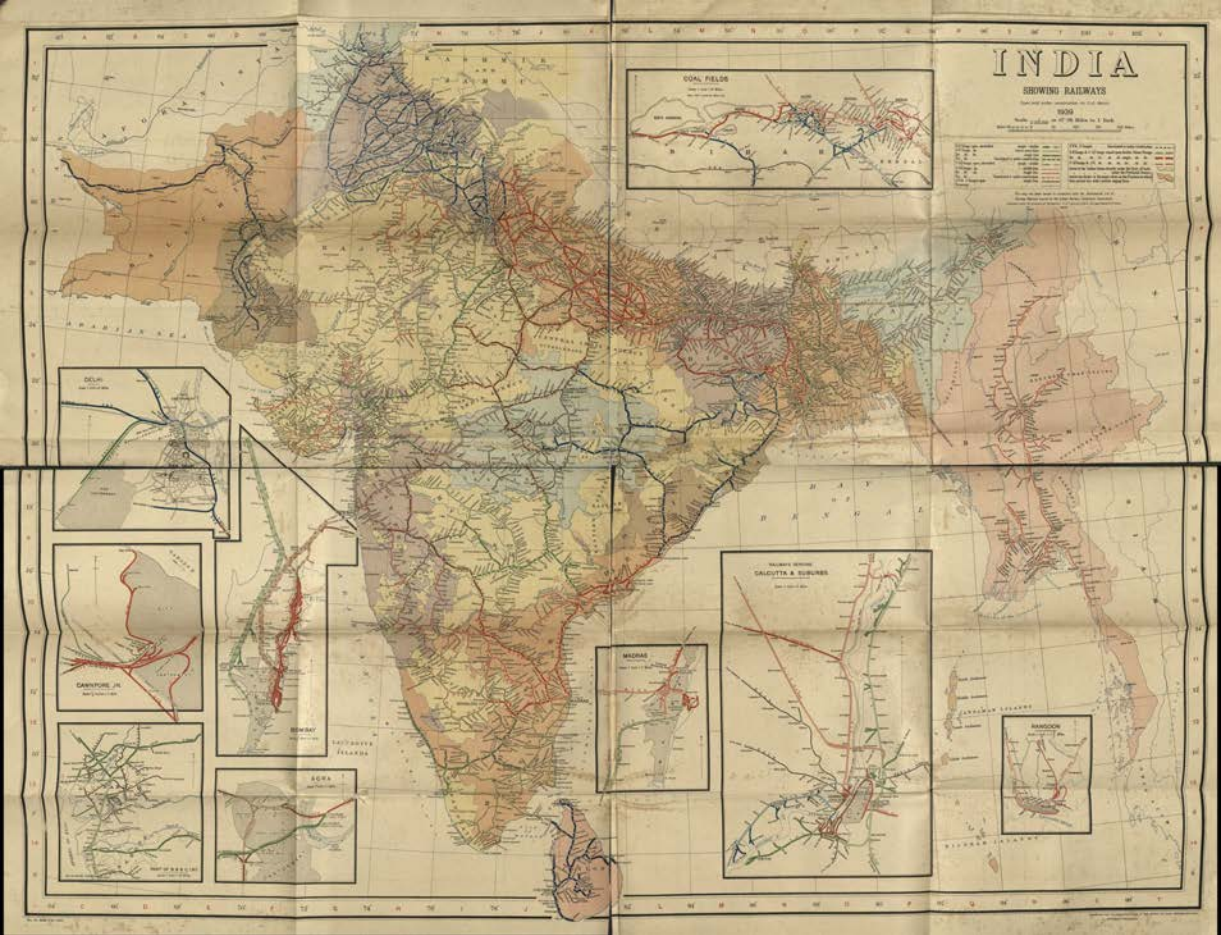
Overseas Bureau.

Mr. W. T. Griffiths	Manager, Indian Railway Bureau, London.

Office of the Controller of Railway Accounts.

Mr. V. S. Sundaram	Controller of Railway Accounts.
Mr. R. V. Ramchandani	Deputy Controller of Railway Accounts.
Mr. R. S. Rajam	Assistant Accounts Officer.

MGIPC—L—X-23(PD)—I-2-40—1,000.


INDIA
SHOWING RAILWAYS
1930
COAL FIELDS
DELHI
CAWNPORE JN.
BOMBAY
AGRA
MADRAS
CALCUTTA & SUBURBS
RANGOON
BAY OF BENGAL
ARABIAN SEA

Report by the Railway Board on Indian Railways, Volume II, for 1938-39.

-----oo0oo-----

Addendum

Page	Railway or Heading(s)	Item(s)	Year	Column	As printed	As should be
13	Heading No.	7	1937-38	12	156,322	* 157,474
13	" "	8	1937-38	12	40.3	*40.6
13	" "	10	1937-38	12	13.2	*13.1
13	" "	7	1937-38	14	22,776,688	* 22,777,840
237	Bengal Provincial		1938-39	20	129	120
254	IV-"Fire in trains"		1935-36	3	615	156
254	V-"Miscellaneous"		1935-36	3	3	387
255	Summary of Appx.D		1937-38	5	indistinct	+
255	Summary of Appx.D		1938-39	6	indistinct	+
267	Item 12(b)		1938-39	95	800	809
294	Item 10(c)		1938-39	259	indistinct	1
	Item 11(c)		1938-39	259	indistinct	5
	Item 12(c)		1938-39	259	indistinct	1
	Item 12(b)		1938-39	259	4	41
	Item 11(c)		1938-39	260	indistinct	5
	Item 12(c)		1938-39	260	indistinct	1
	Item 12(b)		1938-39	260	4	41
300	Item 8(b)		1938-39	308	3,901	3,109
313	Part I				254	255
313	Part I				224	244

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1938–39

Volume II—Statistics

LIBRARY
OF THE
BOMBAY
BRANCH
OF THE
ROYAL ASIATIC

PUBLISHED BY THE MANAGER OF PUBLICATIONS, DELHI
PRINTED BY THE MANAGER, GOVERNMENT OF INDIA PRESS SIMLA
1940

List of Agents in India from whom Government of India Publications are available.

(*a*) PROVINCIAL GOVERNMENT BOOK DEPOTS.

ASSAM :—Superintendent, Assam Secretariat Press, Shillong.
BIHAR :—Superintendent, Government Printing, P. O. Gulzarbagh, Patna.
BOMBAY :—Superintendent, Government Printing and Stationery, Queen's Road, Bombay.
CENTRAL PROVINCES :—Superintendent, Government Printing, Central Provinces, Nagpur.
MADRAS :—Superintendent, Government Press, Mount Road, Madras.
NORTH-WEST FRONTIER PROVINCE :—Manager, Government Printing and Stationery, Peshawar.
ORISSA :—Press Officer, Secretariat, Cuttack.
PUNJAB :—Superintendent, Government Printing, Punjab, Lahore.
SIND :—Manager, Sind Government Book Depot and Record Office, Karachi (Sadar).
UNITED PROVINCES :—Superintendent, Printing and Stationery, U. P., Allahabad.

(*b*) PRIVATE BOOKSELLERS.

Advani & Co., The Mall, Cawnpore.
Aero Stores, Karachi.*
Army Musketry Stores, Moga (Punjab).†
Banthiya & Co., Ltd., Station Road, Ajmer.
Bengal Flying Club, Dum Dum Cantt.*
Bhawnani & Sons, New Delhi.
Bombay Book Depot, Charni Road, Girgaon, Bombay.
Book Company, Calcutta.
Booklover's Resort, Taikad, Trivandrum, South India.
British Book Depot, Lucknow.
British Book Depot, Risalpore.
British Stationery Mart, Booksellers, Peshawar Cantt.
Buckingham & Co., Booksellers and Stationers, Greenwood Street, Sialkot City.
Burma Book Club, Ltd., Rangoon.
Cambridge Book Co., Booksellers, New Dak Bungalow Road, Patna.
Chandrakant Chimanlal Vora, Ahmedabad.
Chatterjee & Co., 3, Bacharam Chatterjee Lane, Calcutta.
Chiney & Sons, Booksellers, etc., Dhantoli, Nagpur, C. P.
Chukervertty, Chatterjee & Co., Ltd., 13, College Square, Calcutta.
Das Gupta & Co., 54/3, College Street, Calcutta.
Dastane Brothers, Home Service, 456, Raviwar Peth, Poona 2.
Delhi and U. P. Flying Club, Ltd., Delhi.*
Deshmukh Book Depot, Station Road, Sholapur.
English Book Depot, Ferozepore.
English Bookstall, Karachi.
English Book Depot, Taj Road, Agra.
English Book Store, Abbottabad, N.-W. F. P.
Faqir Chand Marwah, Peshawar Cantonment.
Higginbothams, Madras.
Hindu Library, 137-F., Balaram De Street, Calcutta.
H. L. College of Commerce, Co-operative Stores, Ltd., Ahmedabad.
Hyderabad Book Depot, Chaderghat, Hyderabad (Deccan).
Ideal Book Depot, Rajpur Road, Dehra Dun and Bombay Bazar, Meerut.
Imperial Book Depot and Press, near Jama Masjid (Machhliwalan), Delhi.
Imperial Publishing Coy., Lahore.
Indian Army Book Depot, Dayalbagh, Agra.
Indian Army Book Depot, Daryaganj, Delhi.
Indian School Supply Depot, Central Avenue, South, P. O. Dharamtala, Calcutta.
International Book Service, Poona 4.
Jaina & Bros., Mori Gate, Delhi, and Connaught Place, New Delhi, Messrs. J. M.
Joshi, News Agent, Devgad Baria, *via* Piplod, Bombay, Mr. V. G.
Kamala Book Depot, 15, College Square, Calcutta.
Kansil & Co., 9, Commercial Buildings, The Mall, Lahore, Messrs. N. C.
Karnataka Sahitya Mandir, Dharwar (S. India).
Keale & Co., 65, Britto Road, Karachi (Sadar).
Kitabistan, 17-A., City Road, Allahabad.
Krishnaswami & Co., Teppakullam P. O., Trichinopoly Fort, Messrs. S.
Lahiri & Co., Ltd., Calcutta, Messrs. S. K.
London Book Co. (India), Arbab Road, Peshawar, Murree, Nowshera, Rawalpindi.
Lyall Book Depot, Lyallpore.
Malhotra & Co., Post Box No. 94, Lahore, Messrs. U. P.
Mathur & Co., Messrs. B. S., Chatur-Vilas, Paota, Civil Lines, Jodhpur (Rajputana).
Minerva Book Shop, Anarkali Street, Lahore.
Modern Book Depot, Bazar Road, Sialkot Cantt.
Mohanlal Dossabhai Shah, Rajkot.
Mohan News Agency, Kotah (Rajputana).
National Welfare Publicity Ltd., Mangalore.
New Book Co., " Kitab Mahal ", 192, Hornby Road, Bombay.
Newman & Co., Ltd., Calcutta, Messrs. W.
Oxford Book and Stationery Company, Delhi, Lahore, Simla, Meerut and Calcutta.
Parikh & Co., Baroda, Messrs. B.
Pioneer Book Supply Co., 20, Shib Narayan Das Lane, Calcutta, and 219, Cloth Market, Delhi.
Popular Book Depot, Grant Road, Bombay.
Punjab Religious Book Society, Lahore.
Punjab Sanskrit Book Depot, Lahore.
Raghunath Prasad & Sons, Patna City.
Rama Krishna & Sons, Booksellers, Anarkali, Lahore.
Ram Krishna Bros., Opposite Bishrambag, Poona City.
Ramesh Book Depot and Stationery Mart, Kashmere Gate, Delhi.
Ray & Sons, 43, K. & L. Edwardes Road, Rawalpindi, Murree and Peshawar, Messrs. J.
Reliance Stores, Booksellers, Princess Street, Karachi.
Roy Chowdhury & Co., 72, Harrison Road, Calcutta, Messrs. N. M.
Saraswati Book Depot, 15, Lady Hardinge Road, New Delhi.
Sarcar & Sons, 15, College Square, Calcutta, Messrs. M. C.
Sharada Mandir, Ltd., Nai Sarak, Delhi.
Standard Book Depot, Cawnpore.
Standard Book Depot, Lahore, Delhi and Simla.
Standard Bookstall, Karachi.
Standard Bookstall, Quetta.
Standard Law Book Society, 79/1, Harrison Road, Calcutta.
Subhan, Bookseller and Publisher, Bilaspur, C. P., Mr. M. A.
Swaminatha Sivam & Co., Paddukotah, Messrs. P. N.
Tanawada & Sons, Booksellers, Sangli.
Tara & Sons, Razmak (India), Messrs. B. S.
Taraporevala Sons & Co., Bombay, Messrs. D. B.
Thacker & Co., Ltd., Bombay.
Thacker, Spink & Co. (1933), Ltd., Calcutta.
Tripathi & Co., Booksellers, Princes Street, Kalbadevi Road, Bombay, Messrs. N. M.
Uberoy, J. C., Journalist, Printer and Publisher, Jaycee House, Alexandra Road, Ambala.
University Book Agency, Kacheri Road, Lahore.
Upper India Publishing House, Ltd., Literature Palace, Ammuddaula Park, Lucknow.
Varadachary & Co., Madras, Messrs. P.
Venkatasubban, A., Law Bookseller, Vellore.
Wheeler & Co., Allahabad, Calcutta and Bombay, Messrs. A. H.
Young Man & Co. (Regd.), Egerton Road, Delhi.

*Agents for publications on Aviation only.
†Agent for Army Publications only.

Books and Technical Papers published by the Railway Board.

BOOKS:

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 6-4-0 or 10*s.*, Volume II, Rs. 5-0-0 or 8*s.* [1937-38].

(2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3*s.*

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published sexennially. Price Rs. 6-0-0 or 9*s.* 9*d.*

(4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20-0-0 or 31*s.* 6*d.* (corrected up to 1st July 1937).

TECHNICAL PAPERS.

(5) Over 306 papers have been published by the Technical Section of the Railway Board's Office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.	*Name.*	*Author.*
No. 72	The design of well foundations for bridges	(Compiled.)
„ 148	Statistics of Railway working expenditure	G. DEUCHARS.
„ 153	River training and control on the guide bank system	F. J. E. SPRING.
„ 215	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
„ 219	Technical education in relation to railways in America	H. L. COLE.
„ 239	The Central Control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
„ 242	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
„ 243	How to judge the prospects of new railways	LT.-COL. L. E. HOPKINS.
„ 244	Sleeper spacing and the effect of the new Permissible Axle-loads	A. F. HARVEY.
„ 245	Report of the Indian Railway Bridge Committee on track stresses.	
„ 247	1st and 2nd interim reports of the Indian Railway Bridge Committee on Impact and revision of the Bridge rules.	
„ 249	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
„ 250	Axle-loads, Wheel Diameter and railheads dimensions.	
„ 251	A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)	
„	Description of the planning, Progress, Coaling and Engine Repair, Schedule System introduced on the G. I. P. Railway Loco. Shops at Parel	F. G. S. MARTIN.
„ 256	Notes on the preparation of railway projects	H. L. GLASS.
„ 259	The estimation of Passenger earnings on new projects	A. LINES.
„ 261	Tube wells on the N. W. Railway, 1925-27	J. WARDON.
„ 262	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927	A. I. SLIEGH.
„ 263	Note on composite Index numbers of Indian Railways	W. G. BARNETT.
„ 264	Memorandum on Traffic Surveys	R. N. NICOLLS.
„ 266	Principles of the Absolute Block System, 1929	L. H. KIRKNESS.
„ 267	Flood-Lighting, 1929	H. J. MULLENEUX.
„ 271	Antiseptic treatment of Pinus Longifolia (Chir) for Railway Sleepers	KAMESAM.
„ 272	The Stereographic Survey of the Shaksgam	MAJOR KENNETH MASON, (Reprint).
„ 273	A Schedule system for the Control of Operations in Workshops, 1929	H. H. SAUNDERS.
„ 275	An Enquiry into the Preparation of Periodic Financial Returns on the Railways of Great Britain, Egypt and Palestine, 1929	MAJOR WAGSTAFF.
„ 276	Investigation into the Strength of Rail Joints	H. HOWE AND L. H. SWAIN.
„ 277	Description of the Cost Accounting Scheme introduced in the Locomotive Workshops at Moghalpura	A. E. HOWELL.
„ 278	Notes on Tube Railway Construction	H. G. SALMOND.
„ 279	Report on Track Practice on American and Canadian Railways	A. F. HARVEY.
„ 280	The Installation of a Production system in the Locomotive Workshops at Moghalpura	A. E. HOWELL.

Technical paper.		*Name.*	*Author.*
No.	281	The Belt System of Repairs introduced in the Loco. Workshopsat Kancharapara	R. DE VERA IRWIN & J. R. POTTER.
„	282	Note on " Fridera " a composition for reconditioning abraised spike holes in Railway Sleepers	S. KRISHNA & T. P. GHOSE.
„	283	Description of a system introduced in the Stores Department of E. I. Railway with appendices	F. G. S. MARTIN AND A. R. A. HARE DUKE.
„	284	Notes on progressive system of wagon repairs as introduced in N. W. R. Workshops at Moghalpura	B. S. SINDHU.
„	285	Notes on the methods by which the provisions in the English Railway Act of 1921 were framed both from the points of view of the Railway Coys. and of the compilers of the Act	E. A. SIMS.
„	286	Stresses in Fishplates for 90 lbs. Rails (with conclusions affecting the design of standard rail and fish plate sections)	A. M. SIMS.
„	287	Report on Oil Burners and Wicks for Signal Lamps	H. E. COX.
„	288	G. I. P. Railway Dynamometer Car, Report No. 11, Train Resistance	C. W. CLARKE.
„	289	The Hump Yard in India	MAJOR H. W. WAGSTAFF.
„	290	The Indian Railway Rates' Structure. The case for its simplification. Its existing shortcomings and suggested principles as a basis for its revision	A. W. BECKETT.
„	291	Controlled Concrete	A. W. CRIPS VILLIERS.
„	292	Hints on the Construction of a Railway in the plains with special reference to Bengal	K. B. RAY.
„	293	Simplified Design of Masonry Arch by Elastic Theory	A. VASUDEVAN.
„	294	Frame Arch Spans for Railway Loadings	H. J. NICHOLAS.
„	295	The Hallade Track Recorder and Hints on the Maintenance of Curves	REPRINT.
„	296	Paint Flaking on Railway Carriages	H. M. R. MORSE.
„	297	The Maximum Length of Rails as affected by the range of temperature and the design of Rail-Joints	A. M. SIMS.
„	298	Cost Accounting in English and Indian Railway Workshops	S. V. IYER.
„	299	The determination of the permissible speeds on Curves	E. PROCTER.
„	300	Report on investigation into modern methods of introducing Transition Curves economically into existing lines of Railway.	B. H. MARTIN.
„	301	Note on Reconditioning of Curves	R. STRICK.
„	302	The Coach Painters Handbook and Guide	T. VILLIERS.
„	303	Wear of Rails on curves and check rails clearances required on curves of 4° and sharper.	A. M. SIMS.
„	304	Description of the method of Locomotive Repair as carried out in the Khargpur Workshops of the Bengal Nagpur Railway	L.G. BAILEY, M.I.L.E.
„	305	Primary Stresses in Railway Tracks	W.E. GELSON, M.I.C.E.
„	306	Creosoted Wooden Railway Sleepers (Ties) in India and elsewhere	C.W. SCOTT, O.B.E., D.F.C. B. Sc., I.F.S.

The prices of the papers vary from annas three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Delhi.

INTRODUCTORY NOTE.

1. For the information of those who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems are classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47. It may in particular be noted that with effect from this financial year the Mysore State Railway has been included among the Class I Railways, that Administration having taken over, with effect from 1-1-1938, the Bangalore-Harihar and the Hindupur-Yesvantpur (Mysore Frontier) sections formerly worked by the Madras & Southern Mahratta Railway.

CONTENTS.

SECTION A.—Summaries.

	PAGE.
I.—Net Revenue Receipts of State-owned Railways for the years 1937-38 and 1938-39 and the percentage of those figures on the Capital at Charge on the 31st March, also the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts	2
II-A.—Capital at Charge of State-owned Railways on the 31st March 1938 and 1939	3
II-B.—Capital outlay to end of the years 1937-38 and 1938-39 of other than State-owned Railways	4—5
III.—Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1937-38 and 1938-39	6
IV.—Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1937-38 and 1938-39	7
V.—$\frac{\text{Capital at Charge}}{\text{Capital Outlay}}$, Revenue Earnings and Expenses of Railways by Classes for the years 1937-38 and 1938-39	7
VI.—$\frac{\text{Capital at Charge}}{\text{Capital Outlay}}$, Revenue Earnings, Expenses and Mileage of Railways classified according to methods of working for the years 1937-38 and 1938-39	8
VII.—Mileage of Railways as on 31st March 1939	9
VIII.—Rolling Stock in Service on 31st March 1939	10—11
IX.—Net Additions to or Reduction in Rolling Stock during the year 1938-39	10—11
X.—Passenger and Goods Revenue Statistics for the years 1937-38 and 1938-39	12—13
XI.—Revenue Earnings and Expenses rated against selected units, separately for Railways, by Classes I, II & III, and also by Gauges for the years 1937-38 and 1938-39	14
XII.—Train and Engine Mileage pertaining to steam and electric locomotives for the years 1937-38 and 1938-39	15
XIII.—Selected Operating Statistics of Class I Railways by Gauges for the year ended 31st March 1939	16—19

SECTION B.—Statements.

1.—Net Revenue Receipts of State-owned Railways for the year 1938-39 and the percentage of those figures on the Capital at Charge, on 31st March 1939, also the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts	22—23
2. (*a*)—Capital at Charge of State-owned Railways on the 31st March 1939	24—27
2. (*b*)—Capital Outlay to the end of the year 1938-39 of other than State-owned Railways	28—39
3.—Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1938-39	40—41
4.—Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1938-39	42

Statements—*contd.* PAGE.

5.—$\frac{\text{Capital at Charge}}{\text{Capital Outlay}}$, Revenue Earnings and Expenses for the years 1937-38 and 1938-39 . 43—47

6.—Gross Earnings of each Railway System for the years 1937-38 and 1938-39 separately under Coaching, Goods, Miscellaneous and Total . . . . . 48—51

7.—Working Expenses of each Railway System for the years 1937-38 and 1938-39, by Abstracts . . . . . 52—61

8.—Mileage Statement for the year 1938-39 . . . . . 62—77

9.—Mean mileage worked, number of stations & gradients on Class I Railways during the year 1938-39 78

10.—Rolling Stock in service on Class I Railways on the 31st March 1939. . . . . 79—88

11.—Net Additions to or Reductions in Rolling Stock on Class I Railways during the year 1938-39 . . . . . 90—91

12.—Passenger Revenue Statistics of Class I Railways for the years 1937-38 and 1938-39 — Passengers originating and carried, passenger miles, average distance carried, average rate charged by classes and earnings by classes . . . . . 92—99

13.—Goods Revenue Statistics of Class I Railways for the years 1937-38 and 1938-39 — Tons originating and carried for principal commodities, Net ton miles, average lead for principal commodities and average rate charged . . . . . 100—111

14.—Revenue Earnings and Expenses of Class I Railways rated against selected units for the years 1937-38 and 1938-39 ; *e. g.* gross earnings, and working expenses per mean mile worked and per train mile. . . . . 112—115

15.—Results of Working of Class I Railways for the years 1937-38 and 1938-39—Coaching and Goods earnings per train mile and cost of haulage, etc. . . . . 116—117

16.—Ton Mileage pertaining to steam and electric locomotives on Class I Railways for the years 1937-38 and 1938-39. . . . . 118—119

17.—Train and Engine Mileage pertaining to steam and electric locomotives on Class I Railways for the years 1937-38 and 1938-39 . . . . . 120—125

18.—Engine Hours pertaining to steam and electric locomotives on Class I Railways for the years 1937-38 and 1938-39 . . . . . 126—129

19.—Vehicle and Wagon miles (in terms of 4 wheelers) relating to trains hauled by steam and electric locomotives on Class I Railways for the years 1937-38 and 1938-39 . 130—133

20.—Speed of Goods Trains (excluding Departmental) hauled by steam and electric locomotives on Class I Railways for the years 1937-38 and 1938-39 . . . 134

21.—Shunting and Light running on Class I Railways for the years 1937-38 and 1938-39 135

22.—Engine Usage on Class I Railways for the years 1937-38 and 1938-39 — Average number of engines used daily on various services, Engine miles per day per engine employed on various services and Net ton miles per locomotive day . . . . . 136—139

23.—Loads of Trains of Class I Railways for the years 1937-38 and 1938-39 . . . . 140—141

24.—Vehicles and Wagons — Number of and their Usage on Class I Railways for the years 1937-38 and 1938-39 . . . . . 142—143

25.—Density of Traffic on Class I Railways for the years 1937-38 and 1938-39 . . . 144—145

26. (*a*)—Repairs of Rolling Stock pertaining to steam and electric locomotive services of Class I Railways for the years 1937-38 and 1938-39 — Average number and percentage under repairs or awaiting repairs daily . . . . . 146—149

26. (*b*)—Cost of Repairs and Maintenance of Rolling Stock of Class I Railways for the year 1938-39 . . . . . 150—151

Statements—concld. PAGE.

27. (*a*)—Coal Consumed and average cost per ton on the Class I Railways for the years 1937-38 and 1938-39 . . . . . 152—157

27. (*b*)—Coal consumption by various services on Class I Railways for the years 1937-38 and 1938-39. . . . . 158—159

28.—Efficiency statistics of Class I Railways for the years 1937-38 and 1938-39 — Wagon miles, Net ton miles and Gross ton miles per engine hour 160

29.—Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1938-39 . . . . . 162—176

30.—Analysis of Operating Expenses of Class I Railways for the year 1938-39 . . . 178—216

31.—Oil Consumption on Class I Railways during the years 1937-38 and 1938-39 . . 217—218

32.—Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1937-38 and 1938-39. . . . . 219—222

33.—Rail car (Steam propelled and Internal combustion engine propelled) performance on Class I Railways during the years 1937-38 and 1938-39 223

34.—Rolling Stock in service on Class II and III Railways on the 31st March 1939 . . 224—225

35.—Net Additions to or Reductions in Rolling Stock on Class II and III Railways during the year 1938-39 226

36.—Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1937-38 and 1938-39. Passengers /Tons — originating and carried, Passenger miles Net ton miles, average distance carried and average rate charged . 228—233

37.—Engine miles and Coal Consumption of Class II and III Railways for the years 1937-38 and 1938-39 . . . . . 234—238

Appendices—

A.—Value of Stores purchased by Class I Railways (excluding Jodhpur, H. E. H. the Nizam's State and Mysore State Railways) during the year 1938-39 . 240—243

B.—Details of Working of Company or State Collieries for the years 1936-37 to 1938-39 . 244—245

C.-I.—Statement showing Number of Servants of all races employed on each Railway System (open lines only) and in the Railway Board and other Railway Offices at the close of the years 1937-38 and 1938-39 . . . . . 246—247

C.-II.—Statement showing number of servants of all races employed on Class I Railways — Open line and Construction—(excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1937-38 and 1938-39 248

C.-III.—Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected catagories (Open line and Construction) employed on Class I Railways (excluding Jodhpur, H. E. H. the Nizam's State and Mysore State Railways), as on 31st March 1938 and 31st March 1939. . . . . 250—253

D.—Statements of Accidents during 1938-39 . . . . . 254—309

E.—Rolling Stock fitted with Automatic brakes, Vehicles lighted by gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1939 . 310—311

F.—Statement showing the cost of the Police Force employed on Railways during 1938-39 . 312

G.—Errata showing corrections to previous Volumes 313

SECTION A.

SUMMARIES.

[For details, see Statement 1, pages 82-83.

SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1937-38 and 1938-39 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.

NOTE :—Please see note under heading of summary No. II (a).

(In thousands of rupees.)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col. 4 × 100 / Col. 3)	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. [difference between columns (4) and (8)].		Percentage of Gain or Loss on Capital at Charge. (Col. 9 or 10 × 100 / Col. 3)
					Payments on account of share of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
*Central.										
1. State Lines worked by the State.	*1937-38*	*4,63,46,23*	*18,68,29*	*4·03*	..	*17,81,63*	*17,81,63*	*86,66*	..	*0·19*
	1938-39	4,63,73,69	17,39,32	3·75	..	17,76,27	17,76,27	..	36,95	—0·08
2. State Lines worked by Companies or by Indian States.	*1937-38*	*2,88,97,48*	*13,26,34*	*4·59*	*52,55*	*11,38,86*	*11,91,41*	*1,34,93*	..	*0·47*
	1938-39	2,90,14,62	12,90,86	4·45	49,15	11,46,99	11,96,14	94,72	..	0·33
3. Miscellaneous items	*1937-38*	*1,36,36*	..	..	..	*5,79*	*5,79*	..	*5,79*	*—4·25*
	1938-39	1,37,29	..	..	..	6,33	6,33	..	6,33	—4·61
4. Grand Total	*1937-38*	*7,53,80,07*	*31,94,63*	*4·24*	*52,55*	†*29,26,28*	†*29,78,83*	†*2,15,30*	..	*0·29*
	1938-39	7,55,25,60	30,30,18	4·01	49,15	29,29,59	29,78,74	51,44	..	0·07

* On open lines and on lines wholly or partly under construction (including ferries and suspense).

Figures shown under Provincial in previous years included against (2) above (13,22) and balance (1,39) decided to be omitted from railway books.

† Revised figures.

[*For details, see Statement 2 (a), pages 24-27.*]

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1938 and 1939.

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1s. 6d. to the rupee.

(*In thousands of rupees.*)

Details.	State owned lines worked by the State.		State owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1938.	31st March 1939.	*31st March 1938.*	31st March 1939.	*31st March 1938.* (Cols. 2+4.)	31st March 1939. (Cols. 3+5.)
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(*a*) During the year . .	..	..	..	..	..	..
(*b*) To end of the year .	*1,16,56,81*	1,16,56,81	*44,52,15*	44,52,15	*1,61,08,96*	1,61,08,96
2. *Capital outlay during the financial year from funds provided by the State :—*						
(*a*) Works . . .	*—8,85*	12,05	*68,14*	88,37	*59,26*	1,00,42
(*b*) Rolling-stock . .	*—23,42*	13,88	*27,71*	35,27	*—5,71*	49,15
(*c*) General charges . .	*—2,36*	—3,69	*—34,29*	1,94	*—36,65*	—1,75
(*d*) Stores, etc., not finally charged off in the accounts.	*29,40*	50,79	*5,53*	34,73	*34,93*	85,52
(*e*) Total	*—5,26*	73,03	*57,09*	1,60,31	*51,83*	2,33,34
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(*a*) Works . . .	*2,38,84,13*	2,38,59,64	*1,61,87,87*	1,62,60,14	*4,00,72,00*	4,01,19,78
(*b*) Rolling-stock . .	*89,64,60*	89,67,42	*67,28,98*	67,42,57	*1,56,93,58*	1,57,09,99
(*c*) General charges . .	*12,47,33*	12,47,06	*12,92,86*	12,94,80	*25,40,19*	25,41,86
(*d*) Stores, etc., not finally charged off in the accounts.	*5,91,97*	6,42,76	*3,73,37*	4,02,25	*9,65,34*	10,45.01
(*e*) Total . . .	*3,46,88,03*	3,47,16,88	*2,45,83,08*	2,46,99,76	*5,92,71,11*	5,94,16,64
4. *Total Capital at Charge at the end of the financial year [Items 1 (b) plus 3 (e)].*	*4,63,44,84*	4,63,73,69	*2,90,35,23*	2,91,51,91	*7,53,80,07*	7,55 25,60

II-B.—Summary of Capital Outlay to end of the years 1937-38

Classification.	Year.	Capital outlay during the year.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Worked by the branch line company	*1937-38*	*2*	*Nil*	*Nil*	*33*	*35*
	1938-39	12	—1	Nil	2	13
(b) Worked by the main line	*1937-38*	*15*	*Nil*	*Nil*	*Nil*	*15*
	1938-39	10	Nil	Nil	Nil	10
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1937-38*	*1,13*	*1*	*1*	*Nil*	*1,15*
	1938-39	99	2	3	Nil	1,04
3. Branch line Companies' Railways under guarantee and rebate terms.	*1937-38*	*32*	*—8*	*Nil*	*Nil*	*24*
	1938-39	2,08	Nil	2	Nil	2,10
4. Companies' lines subsidized by the Government of India.	*1937-38*	*7,27*	*11,90*	*2*	*—4,18*	*15,01*
	1938-39	7,90	2,00	37	—27	10,00
5. Companies' lines subsidized by Local Governments.	*1937-38*	*26*	*—1,64*	*Nil*	*1,85*	*47*
	1938-39	49	—1,48	Nil	—1,58	—2,57
6. Unassisted Companies' lines	*1937-38*	*18*	*Nil*	*Nil*	*—3*	*15*
	1938-39	8	—1	Nil	—1	6
7. District Board lines	*1937-38*	*23*	*—2*	*Nil*	*Nil*	*21*
	1938-39	5	Nil	Nil	Nil	5
8. Companies' lines subsidized by District Boards.	*1937-38*	*37*	*19*	*2*	*—13*	*45*
	1938-39	79	2	Nil	12	93
9. Indian State lines worked by Indian States	*1937-38*	*38,73*	*11,32*	*1,45*	*5,97*	*57,47*
	1938-39	51,68	19,93	4,87	—3,35	73,13
10. Indian State lines worked by the main line	*1937-38*	*—2,47*	*35*	*23*	*19*	*—1,70*
	1938-39	6,07	1,88	62	—36	8,21
11. Companies' lines guaranteed by Indian States	*1937-38*	*4*	*—2*	*Nil*	*Nil*	*2*
	1938-39	4	37	Nil	Nil	41
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1937-38*	*1,68*	*Nil*	*Nil*	*Nil*	*1,68*
	1938-39	2,53	Nil	Nil	Nil	2,53
13. TOTAL	*1937-38*	*47,91*	*22,01*	*1,73*	*4,00*	*75,65*
	1938-39	72,92	22,72	5,91	—5,43	96,12
14. Miscellaneous	*1937-38*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1938-39	Nil	Nil	Nil	Nil	Nil
15. GRAND TOTAL	*1937-38*	*47,91*	*22,01*	*1,73*	*4,00*	*75,65*
	1938-39	72,92	22,72	5,91	—5,43	96,12

[*For details see Statement 2 (b), pages 28—39.*]

and 1938-39 of other than State-owned Railways. (*In thousands of rupees.*)

§ Total capital outlay to the end of the year.					Classification.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	1. Branch line Companies' Railways under Guarantee Terms—
93,02	*21,41*	*9,31*	*1,72*	*1,25,46*	(a) Worked by the branch line company.
93,14	21,40	9,31	1,74	1,25,59	
82,55	*1,17*	*7,59*	*Nil*	*91,61*	(b) Worked by the main line.
82,05	1,17	7,89	Nil	91,71	
5,85,51	*57,01*	*79,23*	*Nil*	*7,21,75*	2. Branch line Companies' Railways under rebate terms worked by the main line.
5,86,50	57,03	79,26	Nil	7,22,70	
1,78,23	*2,88*	*9,56*	*2,00*	*1,92,67*	3. Branch line Companies' Railways under guarantee and rebate terms.
1,80,02	2,88	9,87	2,00	1,94,77	
**12,17,03*	*4,09,19*	*1,21,54*	*10,44*	*17,58,20*	4. Companies' lines subsidized by the Government of India.
*12,24,93	4,11,19	1,21,91	10,17	17,68,20	
1,43,18	*84,03*	*20,98*	*¶5,29*	*¶2,53,48*	5. Companies' lines subsidized by Local Governments.
1,43,67	82,55	20,98	¶3,71	¶2,50,91	
50,36	*10,65*	*2,41*	*14*	*63,56*	6. Unassisted Companies' lines.
49,58	10,64	2,41	13	62,76	
72,10	*4,91*	*6,51*	*Nil*	*83,52*	7. District Board lines.
48,37	4,91	4,90	Nil	58,18	
1,17,66	*46,84*	*3,10*	*2,26*	*1,69,86*	8. Companies' lines subsidized by District Boards.
1,18,45	46,86	3,03	*2,45	1,70,79	
31,79,52	*10,37,91*	*2,01,38*	*76,55*	*44,95,36*	9. Indian State lines worked by Indian States.
32,30,65	10,58,12	2,06,52	73,20	45,68,49	
8,48,21	*43,77*	*69,25*	*3,61*	*9,64,84*	10. Indian State lines worked by the main line.
8,54,09	45,65	70,06	3,25	9,73,05	
8,47	*5,99*	*1,76*	*Nil*	*16,22*	11. Companies' lines guaranteed by Indian States.
8,51	6,36	1,76	Nil	16,63	
†*2,39,84*	*Nil*	*1,50*	*Nil*	*2,41,34*	12. Lines in Foreign territory worked by British Indian Railway Companies
‡2,42,37	Nil	1,50	Nil	2,43,87	
68,15,68	*17,25,76*	*5,34,42*	*1,02,01*	*91,77,87*	13. Total.
68,62,93	17,48,76	5,39,40	96,65	92,47,74	
8,23	*Nil*	*64*	*Nil*	*8,87*	14. Miscellaneous.
8,23	Nil	64	Nil	8,87	
68,23,91	*17,25,76*	*5,35,06*	*1,02,01*	*91,86,74*	15. Grand Total.
68,71,16	17,48,76	5,40,04	96,65	92,56,61	

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1937-38, the details of which are not available.
† Includes 2,27,94 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.
‡ Includes 2,30,48 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.
§ Ordinarily the figures shown under the head "Total capital outlay to the end of the year" should agree with the figures under the same head in the previous year *plus* those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.
¶ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

[For details, see Statement 4, page 42.]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1937-38 and 1938-39.

Particulars.	Central.						Grand Total.	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.			
	1937-38.	1938-39.	1937-38.	1938-39.	1937-38.	1938-39.	1937-38.	1938-39.
1	2	3	4	5	6	7	8	9
1 Interest on sterling debt .. .. £	3,410,452	3,410,488	899,366	899,366	..	..	4,309,818	4,309,854
2. Interest on capital contributed by companies:—								
(a) On share capital .. .. £	..	..	420,000	420,000	..	..	420,000	420,000
(b) On debenture and debenture stock .. .. .. £	..	..	459,089	413,946	..	..	459,089	413,946
3. Total .. .. £	..	..	879,089	833,946	..	..	879,089	833,946
4. Grand Total .. .. £	3,410,452	3,410,488	1,778,455	1,733,312	..	..	5,188,907	5,143,800
5. Converted into rupees at average rate of exchange (In thousands of rupees.) ..	4,52,37	4,56,72	2,36,86	2,31,56	(a)—1,23	(a) 94	6,88,00	6,89,22
6. Interest on capital outlay provided by Government (In thousands of rupees.) ..	13,29,22	13,19,51	8,94,50	9,07,93	7,02	5,39	22,30,74	22,32,83
7. Interest on rupee debt (In thousands of rupees.)	4	4	7,50	7,50	..	..	7,54	7,54
8. Grand Total .. .. (In thousands of rupees.)	17,31,63	17,76,27	11,38,86	11,46,99	5,79	6,33	*29,26,28	29,29,59

(a) Represents exchange charges.

* Revised figures.

[*For details, see Statement No. 3, pages 40 and 41.*]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1937-38 and 1938-39.

[In thousands of rupees.]

Class of Railways.	Year.	Gross Revenue Receipts.			Working Expenses.				Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State	*1937-38*	*58,07,87*	*5,37*	*58,13,24*	*30,98,24*	*7,67,67*	*4,61*	*38,70,52*	*74,43*	*18,68,29*	*53·35*
	1938-39	57,37,39	10,70	57,48,09	31,61,62	7,69,37	1,82	39,32,81	75,96	17,39,32	55·11
State Railways worked by Companies or Indian States and Miscellaneous.	*1937-38*	*42,22,19*	*9,94*	*42,32,13*	*21,95,44*	*4,89,31*	*2,67*	*26,87,42*	*2,18,37*	*13,26,34*	*52·00*
	1938-39	42,12,96	1,06	42,14,02	22,29,23	4,86,74	8,47	27,24,44	1,98,72	12,90,86	52·91
Total	*1937-38*	*1,00,30,06*	*15,31*	*1,00,45,37*	*52,93,68*	*12,56,98*	*7,28*	*65,57,94*	*2,92,80*	*31,94,63*	*52·78*
	1938-39	99,50,35	11,76	99,62,11	53,90,85	12,56,11	10,29	66,57,25	2,74,68	30,30,18	54·18

[*For details, see Statement 5, pages 43-47.*]

V.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital Outlay†}}$*. Revenue Earnings and Expenses of Railways for the years 1937-38 and 1938-39.*

[In thousands of rupees.]

Note.—Please see notes under headings of Summary IIA and Statement 5.

Classification.	Year.	For the system, i.e., both State-owned and other than State-owned portions.					
		‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Col. 4—5.)	Percentage of working expenses to gross earnings. $\frac{\text{Col. 5} \times 100}{\text{Col. 4}}$	Percentage of net earnings on total capital at charge given in column 3. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 3}}\right)$
1	2	3	4	5	6	7	8
By classes of railways.							
Class I Railways	*1937-38*	*8,05,19,93*	*1,03,54,85*	*67,12,01*	*36,42,84*	*64·82*	*4·52*
	1938-39††	8,13,25,07	1,03,47,30	68,79,22	34,68,08	66·48	4·26
Class II Railways	*1937-38*	*31,35,22*	*3,47,12*	*2,12,71*	*1,34,41*	*61·28*	*4·29*
	1938-39§§	25,47,67	3,10,32	1,91,00	1,19,32	61·55	4·68
Class III Railways	*1937-38*	*5,91,52*	*56,30*	*43,87*	*12,43*	*77·92*	*2·10*
	1938-39	5,91,95	57,34	45,10	12,24	78·65	2·07
Other items not included in the preceding heads	*1937-38*	*3,21,53*	*—1,27*	*—6,04*	*4,77*	..	..
	1938-39	3,17,52	..	3,17	—3,17	..	..
By Ownership.							
Total State Railways (a)	*1937-38*	*7,50,59,93*	*94,86,52*	*62,82,54*	*32,03,98*	*66·23*	*4·27*
	1938-39	7,52,08,08	94,37,84	63,92,35	30,45,49	67·73	4·05
Other items not included in the preceding heads.	*1937-38*	*3,21,53*	*—1,27*	*—6,04*	*4,77*	..	..
	1938-39	3,17,52	..	3,17	—3,17	..	..
Total other Railways	*1937-38*	*91,77,87*	*12,70,86*	*6,85,71*	*5,85,15*	*53·96*	*6·38*
	1938-39	92,47,74	12,76,55	7,22,53	5,54,02	56·60	5·99
Miscellaneous (b)	*1937-38*	*8,87*	*89*	*34*	*55*	..	..
	1938-39	8,87	57	44	13	..	..
GRAND TOTAL	*1937-38*	*8,45,63,20*	*1,07,57,00*	*69,62,55*	*37,94,45*	*64·73*	*4·49*
	1938-39	8,47,82,21	1,07,14,96	71,18,49	35,96,47	66·44	4·24

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

†† Includes } Mysore State Railway which ranks as a Class I Railway from 1938-39.
§§ Excludes }

(a) The method of exhibiting the figures in Summary IV has been changed from 1934-35; the figures shown therein are not, therefore, susceptible of agreement with those in Summary V or Summary VI.

(b) Represents figures pertaining to Alnavar-Dandeli (Provincial) Railway.

NOTE :—The figures of Gross Earnings, Working Expenses and Net Earnings for 1938-39 include the Jorhat Railway and replacement and renewal expenditure on the Bengal & North Western and Rohilkhund & Kumaon Railways (Company's shares) which items were omitted in previous years. If these items were to be included in the results for 1937-38 they would be as under :—

	In thousands.
Gross Earnings	1,07,58,26
Working Expenses	69,76,86
Net Earnings	37,81,40
Percentage of Working Expenses to Gross Earnings	64·85
Return on Capital at charge	4·47%

[*For details, see Statement 5, pages 43—47 and Statement 8, pages 62-77.*]

VI.—*Summary of* $\frac{\text{Capital at Charge*}}{\text{Capital Outlay†}}$, *Revenue Earnings, Expenses and Mileage of Railways classified according to methods of working for the years 1937-38 and 1938-39.*

N. B.—Please see notes under headings of Summary II-A and Statement 5.

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees. ‡ Total capital at charge. Capital Outlay.	Gross earnings. §	Working expenses. §	Net earnings.	Remarks.
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (*a*)	*1937-38*	*15,676·90*	*4,61,62,45*	*56,74,72*	*37,97,51*	*18,77,21*	(*a*) Please see footnote (*a*) in Summary V on page 7. (*c*) Includes Bezwada-Masulipatam line, purchased by the Government of India on 4th February 1938.
	1938-39	15,629·86	4,61,93,46	56,01,42	38,59,22	17,42,20	
2. State lines worked by ‖companies(*a*)	*1937-38*	*14,035·59*	*2,88,97,48*	*38,11,80*	*24,85,03*	*13,26,77*	
	1938-39(*c*)	14,095·51	2,90,14,62	38,36,42	25,33,13	13,03,29	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1937-38*	*177·96*	*1,25,46*	*6,31*	*6,31*	..	
	1938-39	177·93	1,25,59	6,63	6,64	-1	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	*1937-38*	*114·65*	*91,61*	*9,84*	*4,97*	*4,87*	
	1938-39	114·65	91,71	9,51	4,80	4,71	
5. Branch line companies' railways under Rebate terms, worked by the main line.	*1937-38*	*1,076·58*	*7,21,75*	*83,12*	*45,73*	*37,39*	
	1938-39	1,076·34	7,22,79	81,03	44,25	36,78	
6. Branch line companies' railways under Guarantee and rebate terms	*1937-38*	*165·74*	*1,92,67*	*12,18*	*6,55*	*5,63*	
	1938-39	175·11	1,94,77	13,70	7,72	5,98	
7. Companies' lines subsidized by the Government of India.	*1937-38*	*1,913·61*	*17,58,20*	*2,82,15*	*1,31,95*	*1,50,20*	
	1938-39	1,911·76	17,68,20	2,81,39	1,43,21	1,38,18	
8. Companies' lines subsidized by Local Governments.	*1937-38*	*229·59*	*2,53,48*	*41,79*	*24,45*	*17,34*	
	1938-39	229·18	2,50,91	40,80	24,99	15,81	
9. Unassisted companies' lines	*1937-38*	*127·50*	*63,56*	*4,04*	*3,33*	*71*	
	1938-39	127·50	62,76	4,13	3,61	52	
10. District Board lines	*1937-38(c)*	*136·43*	*83,52*	*13,47*	*9,94*	*3,53*	
	1938-39	84·63	58,18	8,75	5,86	2,89	
11. Companies' lines subsidized by District Boards	*1937-38*	*299·13*	*1,69,86*	*30,47*	*21,19*	*9,28*	
	1938-39	299·13	1,70,79	31,16	22,22	8,94	
12. Indian State lines worked by Indian States.	*1937-38*	*5,552·09*	*44,95,36*	*5,82,26*	*3,19,38*	*2,62,88*	
	1938-39	5,897.90	45,68,49	6,17,23	3,55,16	2,62,07	
13. Indian State lines worked by the main line.	*1937-38*	*1,438·88*	*9,64,84*	*1,75,79*	*97,33*	*78,46*	
	1938-39	1,182·94	9,73,05	1,51,33	85,48	65,85	
14. Companies' lines guaranteed by Indian States.	*1937-38*	*38·63*	*16,22*	*1,33*	*1,09*	*24*	
	1938-39	38·63	16,63	1,34	89	45	
15. Lines in foreign territory worked by British Indian railway companies	*1937-38*	*73·54*	*2,41,34*	*23,11*	*13,49*	*9,62*	
	1938-39	73·54	2,43,87	29,55	17,70	11,85	
16. Miscellaneous (*b*)	*1937-38*	*19·12*	*8,87*	*89*	*34*	*55*	(*b*) Represents figures pertaining to Alnavar-Dandeli (Provincial) railway.
	1938-39	19·12	8,87	57	44	13	
17. Other items not included in the preceding heads.	*1937-38*	..	*3,21,53*	*—1,27*	*—6,04*	*4,77*	
	1938-39	..	3,17,52	..	+3,17	—3,17	
18. TOTAL	*1937-38*	*41,075·94*	*8,45,68,20*	*1,07,57,00*	*69,62,55*	*37,94,45*	
	1938-39	41,133·73	8,47,82,21	1,07,14,96	71,18,49	35,96,47	

* In the case of State-owned Railways. † In the case of other than State-owned Railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

‖ Include State lines worked by Indian States.

NOTE :—The figures of Gross Earnings, Working Expenses and Net Earnings for 1938-39 include the Jorhat Railway and replacement and renewal expenditure on the Bengal & North Western and Rohilkhund & Kumaon Railways (Company's shares) which items were omitted in previous years. If these items were to be included in the results for 1937-38 they would be as under :—

	In thousands.
Gross Earnings	1,07,58,26
Working Expenses	69,76,86
Net Earnings	37,81,40

[*For details, see Statement 8, pages 62—77.*

VII.—Summary of the Mileage of Railways as on 31st March 1939.

Classification.	Route mileage open on the 31st March 1939.			Track mileage open on the 31st March 1939.			Route mileage opened during the financial year 1938-39.	Route mileage authorised but not open for traffic on 31st March 1939.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
I. (*a*) Class I Railways—									
5′ 6″ gauge	17,733·65	3,430·96	21,164·61	24,851·33	7,464·52	32,315·85	*Nil*	*Nil*	88·21
3′ 3⅜″ gauge	13,014·44	63·18	13,077·62	13,156·35	2,769·41	15,925·76	22·10	*Nil*	166·18
2′ 6″ and 2′ 0″ gauges	2,330·85	*Nil*	2,330·85	2,330·85	259·59	2,590·44	*Nil*	*Nil*	*Nil*
Total	33,078·94	3,494·14	36,573 08	40,338·53	10,493·52	50,832·05	22·10	*Nil*	254·39
(*b*) Class II Railways—									
3′ 3⅜″ gauge	2,638·66	*Nil*	2,638·66	2,638·66	404·47	3,043·13	86·64	67·12	151·99
2′ 6″ and 2′ 0″ gauges	797·31	*Nil*	797·31	797·31	100·44	897·75	*Nil*	*Nil*	*Nil*
Total	3,435·97	*Nil*	3,435·97	3,435·97	504·91	3,940·88	86·64	67·12	151·99
(*c*) Class III Railways—									
3′ 3⅜″ gauge	145·64	*Nil*	145·64	145·64	20·70	166·34	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	979·04	*Nil*	979·04	980·45	101·58	1,082·03	*Nil*	*Nil*	*Nil*
Total	1,124·68	*Nil*	1,124·68	1,126·09	122·28	1,248·37	*Nil*	*Nil*	*Nil*
II. (*a*) Total State-owned Railways—									
5′ 6″ gauge	15,734·14	3,430·96	19,165·10	22,851·32	7,178·02	30,029·84	*Nil*	*Nil*	83·90
3′ 3⅜″ gauge	8,929·65	45·36	8,975·01	9,035·92	2,014·82	11,050·74	10·06	*Nil*	20·06
2′ 6″ and 2′ 0″ gauges	1,604·38	*Nil*	1,604·38	1,604·38	201·70	1,806·08	*Nil*	*Nil*	*Nil*
Total	26,268·17	3,476·32	29,744·49	33,492·12	9,394·54	42,886·66	10·06	*Nil*	104·56
(*b*) Total Other Railways—									
5′ 6″ gauge	1,999·51	*Nil*	1,999·51	1,999·51	286·50	2,286·01	*Nil*	*Nil*	4·31
3′ 3⅜″ gauge	6,869·09	17·82	6,886·91	6,904·73	1,179·76	8,084·49	98·68	67·12	297·51
2′ 6″ and 2′ 0″ gauges	2,502·82	*Nil*	2,502·82	2,504·23	259·91	2,764·14	*Nil*	*Nil*	*Nil*
Total	11,371·42	17·82	11,389·24	11,408·47	1,726·17	13,134·64	98·68	67·12	301·82
III. (*a*) Total State-managed Rlys.—									
5′ 6″ gauge	12,072·65	2,863·98	14,936·63	18,010·23	5,577·59	23,587·92	*Nil*	*Nil*	83·90
3′ 3⅜″ gauge	1,129·81	7·29	1,137·10	1,144·29	331·31	1,475·70	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	952·50	..	952·50	962·50	108·97	1,071·47	*Nil*	*Nil*	*Nil*
Total	14,154·96	2,871·27	17,026·23	20,117·22	6,017·87	26,135·09	*Nil*	*Nil*	83·90
(*b*) Total Other Railways—									
5′ 6″ gauge	5,661·00	566·98	6,227·98	6,841·00	1,886·93	8,727·93	*Nil*	*Nil*	4·31
3′ 3⅜″ gauge	14,668·93	55·89	14,724·82	14,796·26	2,863·27	17,659·53	108·74	67·12	318·17
2′ 6″ and 2′ 0″ gauges	3,154·70	..	3,154·70	3,146·11	352·64	3,498·75	*Nil*	*Nil*	*Nil*
Total	23,484·63	622·87	24,107·50	24,783·37	5,102·84	29,886·21	108·74	67·12	322·48
IV. Total by gauges—									
5′ 6″ gauge	17,733·65	3,430·96	21,164·61	24,851·33	7,464·52	32,315·85	*Nil*	*Nil*	88·21
3′ 3⅜″ gauge	15,798·74	63·18	15,861·92	15,940·55	3,194·58	19,135·23	108·74	67·12	318·17
2′ 6″ and 2′ 0″ gauges	4,107·20	*Nil*	4,107·20	4,108·61	461·61	4,570·22	*Nil*	*Nil*	*Nil*
Grand Total	37,639·59	3,494·14	41,133·73	44,900·59	11,120·71	56,021.30	108·74	67·12	406·38

Note. 1—Route mileage open on 31st March 1938	41,075 94
Add Route mileage opened during 1938-39	108·74
Total ..	41,184·68
Route mileage open on 31st March 1939 as shown in column 4 above	41,133·73
Difference (*vide* details below)	—50·95
Net decrease on the B. and N. W. Railway chiefly on account of lifting of ghat shifts, realignment, etc. ..	—3·67
Due to closing of Hat-Shamsabad to Bah of Agra-Bah Railway on G. I. P. Railway	—31·75
Due to closing of Baijnath Paprola—Joginar Nagar Section of Kangra Valley Railway	—14·53
Net decrease on account of remodelling, realignments, etc., on the A. B., B. N., E. B., E. I., N. W., S. I., Dibru Sadiya and Kalighat Falta Railways	—1·00
Total ..	—50·95

Note 2.—The electrified route mileage on 31st March 1939 was 98·94 miles *vide* details in statement No. 32, page 219.

VIII.—Summary of Rolling stock

Classification.	Locomotives.				Rail Cars (Steam propelled.)		Rail Cars (Internal Combustion Engine propelled.)		†Electric motor coaches.			Coaching vehicles. Excluding vehicles used exclusively on Railway Service.						Railway Service vehicles (including officers' carriages.)
												Passenger carriages.					Other vehicles including brake vans.	
													Seats.					
	Steam. No.	Electric No.	Total tractive effort in lbs. Steam.	Total tractive effort in lbs. Electric.	No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	No. (In units.)	1st.	2nd.	Inter.	Third.	No. (In units.)	No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Class I Railways.																		
5′ 6″ gauge . .	5,230	70	136,108,984	2,133,352	12	1,104	7	715	93	11,668	138	9,078 *	22,076 **	42,187 **	59,726 **	625,624 **	3,429	1,190 *
3′ 3⅜″ gauge (a) .	2,319	4	34,685,222	41,600	5	567	6	288	24	1,248	38	6,672 *	9,869 **	12,013 **	14,715 **	321,771 **	1,379	565 *
	Number.				Number.													
2′ 6″ and 2′ 0″ gauges	296				6		7	58	1	15	13	870	920	1,404	1,817	26,948	88	37
Class II Railways.																		
3′ 3⅜″ gauge (b) .	262				..		17	..	..	..	..	998	1,417	2,358	936	36,580	228	58
2′ 6″ and 2′ 0″ gauges	110				2		8	..	..	..	..	521	341	685	78	13,453	40	16
Class III Railways.																		
3′ 3⅜″ gauge . .	17				..		2	..	..	..	..	64	42	72	82	3,031	17	3
2′ 6″ and 2′ 0″ gauges	142				6		15	..	..	..	..	560	531	449	1,513	13,962	50	14

IX.—Summary of Net additions to or Reduction

Classification.	Locomotives.				Rail Cars (Steam propelled.)		Rail Cars (Internal Combustion Engine propelled.)		†Electric motor coaches.		Coaching vehicles. Excluding vehicles used exclusively on Railway Service.						Railway Service vehicles (including officers' carriages).
											Passenger carriages.					Other vehicles including brake vans.	
												Seats.					
	Steam No.	Electric No.	Total tractive effort in lbs. Steam.	Total tractive effort in lbs. Electric.	No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units.)	1st.	2nd.	Inter.	Third.	No. (In units.)	No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class I Railways.																	
5′ 6″ gauge . .	—22	1	—280,744	..	..	..	—1	34	..	2,480	*—188	—1,279 **	—260 **	—1,027 **	—3,851 **	—45	30
3′ 3⅜″ gauge (a) .	..	..	269,365	..	..	..	..	..	..	12	*54	140	173	549	1,875	11	—2
	Number.				Number.												
2′ 6″ and 2′ 0″ gauges	..				..		..	..	..	—1	—18	—55	10	18	—505	..	..
Class II Railways.																	
3′ 3⅜″ gauge (b) .	1				..		5	..	..	..	2	18	—34	4	305	2	..
2′ 6″ and 2′ 0″ gauges	—4				..		—1	..	..	..	—42	—13	—21	..	—1,024	—1	—3
Class III Railways.																	
3′ 3⅜″ gauge . .	..				..		..	..	..	..	..	..	—8	11	15	..	..
2′ 6″ and 2′ 0″ gauges	1				2		..	..	..	..	5	—8	12	5	—179	—5	..
By gauges.																	
5′ 6″ gauge . .	—22	1	—280,744	..	..		—1	34	..	2,480	*—188	—1,279 **	—260 **	—1,027 **	—3,851 **	—45	30
	Number.																
3′ 3⅜″ gauge .	1				..		5	..	..	12	56	—122	131	564	2,195	13	2
2′ 6″ and 2′ 0″ gauges	—3				2		—1	..	..	—1	—55	—76	1	23	—1,708	—6	—3

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in columns 13 and 17 respectively in Summaries VIII and IX.

** Exclude seating accommodation of vehicles referred to at (*) above.

† Motor Coach composites.

(a) Includes } the Mysore State railway which ranks as Class I railway from 1938-39.

(b) Excludes }

in Service on 31st March 1939. [*For details see Statement 10, pages 79—88 and Statement 34, pages 224—226.*]

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service.							Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons, high sided.		Open wagons, low sided.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
20	21	22	23	24	25	26	27	28	29
92,694	1,965,467	40,411	874,829	4,098	94,203	11,928	3,881	113	Class I Railways. 5′ 6″ gauge.
40,546	536,113	3,059	48,909	3,629	49,553	5,065	3,432	15	3′ 3⅜″ gauge.
			Number. 3,587				74	..	2′ 6″ and 2′ 0″ gauges.
									Class II Railways.
			6,681				182	..	3′ 3⅜″ gauge
			2,114				35	..	2′ 6″ and 2′ 0″ gauges.
									Class III Railways.
			110				..	..	3′ 3⅜″ gauge.
			1,511				37	..	2′ 6″ and 2′ 0″ gauges.

in Rolling stock during the year 1938-39.‡ [*For details, see Statement 11, pages 90—91 and Statement 35, page 226.*]

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service.					Railway Service Vehicles including inspection, trollies, travelling cranes & their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
19	20	21	22	23	24	25	26
383	50,573	453	13,417	—45	—19	1	Class I Railways. 5′ 6″ gauge.
808	12,880	—97	—1,414	74	18	..	3′ 3⅜″ gauge.
		Number 7			..	..	2′ 6″ and 2′ 0″ gauges.
							Class II Railways.
		96			16	..	3′ 3⅜″ gauge.
		28			..	..	2′ 6″ and 2′ 0″ gauges.
							Class III Railways.
		23			..	..	3′ 3⅜″ gauge.
		..			—6	..	2′ 6″ and 2′ 0″ gauges.
							By gauges.
383	50,573	453	13,417	—45	—19	1	5′ 6″ gauge.
		Total Number. 904			34	..	3′ 3⅜″ gauge.
		—21			—6	..	2′ 0″ and 2′ 0″ gauges.

‡ The figures in Summary IX are not susceptible of comparison with last year due to (*a*) the inclusion of the Mysore State Railway under Class I Railways in 1938-39 and (*b*) due to certain other adjustments carried out in Statement 11 at the instance of the railways.

X.—*Summary of Passenger and Goods Revenue*

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1937-38.	1938-39. †	*1937-38.*	1938-39. §	*1937-38.*	1938-39.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*460,7*	447,5	*18,1*	14,8	*14,1*	12,3
2nd class . . . . . „	*4,385,3*	4,316,8	*222,4*	161,6	*23,2*	23,5
Inter class . . . . . „	*11,483,4*	11,593,3	*73,5*	72,0	*182,2*	173,7
3rd class . . . . . „	*488,161,1*	507,582,6	*30,681,3*	24,955,8	*9,718,3*	9,711,1
Total (*a*) . „	*504,490,5*	523,940,2	*30,995,3*	25,204,2	*9,937,3*	9,920,6
2. *Passenger miles (in thousands)*—						
1st class . . . . . Miles	*83,107*	82,100	*913*	656	*369*	316
2nd class . . . . . „	*321,141*	307,488	*10,268*	6,629	*664*	660
Inter class . . . . . „	*561,823*	575,082	*2,276*	2,021	*2,697*	2,237
3rd class . . . . . „	*16,967,509*	17,022,985	*744,325*	588,655	*152,154*	153,964
Total . „	*17,933,580*	17,987,655	*757,782*	597,961	*155,884*	157,177
3. Average miles a passenger was carried—						
1st class . . . . . Miles	*180·4*	183·5	*50·4*	44·3	*26·2*	25·7
2nd class . . . . . „	*73·2*	71·2	*46·2*	41·0	*28·6*	28·1
Inter class . . . . . „	*48·9*	49·6	*31·0*	28·1	*14·8*	12·9
3rd class . . . . . „	*34·8*	33·5	*24·3*	23·6	*15·7*	15·9
Total . „	*35·5*	34·3	*24·4*	23·7	*15·7*	15·8
4. Earnings from passengers carried (in thousands of rupees)—						
1st class . . . . . Rs.	*77,32*	76,04	*1,04*	78	*30*	27
2nd class . . . . . „	*1,39,03*	1,35,05	*4,77*	3,58	*60*	57
Inter class . . . . . „	*1,20,73*	1,21,79	*69*	59	*75*	63
3rd class . . . . . „	*25,94,62*	25,89,32	*1,37,26*	1,14,60	*30,81*	30,18
Total . „	*29,32,20*	29,22,20	*1,43,76*	1,19,55	*32,46*	31,65
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . . Pies.	*18·0*	17·8	*21·9*	22·8	*15·6*	16·4
2nd class . . . . . „	*8·31*	8·43	*8·92*	10·4	*17·3*	16·6
Inter class . . . . . „	*4·13*	4·07	*5·82*	5·61	*5·34*	5·41
3rd class . . . . . „	*2·94*	2·92	*3·54*	3·74	*3·89*	3·76
Total . „	*3·14*	3·12	*3·64*	3·84	*4·00*	3·87
6. Tons of goods carried (in thousands) (*b*) .	*113,415*	115,213	*5,336*	4,930	*9,19*	10,56
7. Net ton-miles (in thousands) . . .	*22,479,591*	21,877,949	*270,402*	250,093	**27,847*	30,798
8. Average miles a ton of goods was carried .	*198*	190	*50·7*	50·7	**30·3*	29·2
9. Earnings from goods carried (in thousands of rupees).	*66,70,57*	66,68,67	*1,76,73*	1,68,10	*18,74*	20,19
10. Average rate charged for carrying a ton of goods one mile . . . Pies.	*5·69*	5·84	*12·5*	12·9	**12·9*	12·8

(*a*) (*b*) See remarks on page 13.

*Revised figures.

‡Includes §Excludes } Mysore State Railway which ranks as a Class I Railway from 1938-39.

[*For details, see Statements 12, 13 and 36, pages 92—111 and 228—233.*]

Statistics for the years 1937-38 and 1938-39.

5′ 6″ gauge.		3′ 3½″ gauge.		2′ 6″ and 2′ 0″ gauges.		All Railways.		Headings.
1937-38.	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	
8	9	10	11	12	13	14	15	16
								1. Number of Passengers (in hundreds)—
330,4	321,6	*142,0*	134,3	*20,5*	18,7	*397,1*	385,1	1st class . . . No.
3,597,5	3,484,0	*934,8*	908,3	*98,6*	109,6	*4,217,3*	4,037,5	2nd class . . . ,,
9,711,0	9,716,1	*1,742,8*	1,847,4	*285,3*	275,5	*11,323,5*	11,375,5	Inter class . ,,
319,366,5	324,903,4	*185,216,2*	191,692,6	*23,979,5*	25,653,5	*505,346,8*	514,824,8	3rd class . . . ,,
333,005,4	338,425,1	*188,034,8*	194,582,6	*24,383,9*	26,057,3	*521,284,7*	530,622,9	TOTAL (*a*) . ..
								2. Passenger miles (in thousands)—
70,421	69,689	*13,286*	12,736	*682*	647	*84,389*	83,072	1st class . . Miles.
255,095	245,989	*73,200*	65,345	*3,778*	3,443	*332,073*	314,777	2nd class . . .
481,675	491,183	*79,249*	82,711	*5,872*	5,446	*566,796*	579,340	Inter class . . ,,
11,704,276	11,668,705	*5,729,668*	5,657,135	*430,044*	439,764	*17,863,988*	17,765,604	3rd class . . . ,,
12,511,467	12,475,566	*5,895,403*	5,817,927	*440,376*	449,300	*18,847,246*	18,742,793	TOTAL ,,
								3. Average miles a passenger was carried—
213·1	216·7	*93·6*	94·8	*33·3*	34·6	*212·5*	215·7	1st class . . . Miles.
70·9	70·6	*78·3*	71·9	*38·3*	31·4	*78·7*	78·0	2nd class . . ,,
49·6	50·6	*45·5*	44·8	*20·6*	19·8	*50·1*	50·9	Inter class . . . ,,
36·6	35·9	*30·9*	29·5	*17·9*	17·1	*35·3*	34·5	3rd class . . . ,,
37·6	36·9	*31·4*	29·9	*18·1*	17·2	*36·2*	35·3	TOTAL . ,,
								4. Earnings from passengers carried (in thousands of rupees)—
65,24	63,76	*12,98*	12,43	*94*	90	*79,16*	77,09	1st class . . . Rs.
1,12,67	1,08,89	*29,27*	27,99	*2,46*	2,32	*1,44,40*	1,39,20	2nd class . . ,,
1,03,31	1,03,84	*17,05*	17,49	*1,81*	1,68	*1,22,17*	1,23,01	Inter class . ,,
18,02,93	17,80,02	*8,76,58*	8,71,87	*83,18*	82,21	*27,62,69*	27,34,10	3rd class . . . ,,
20,84,15	20,56,51	*9,35,88*	9,29,78	*88,39*	87,11	*31,08,42*	30,73,40	TOTAL . ,,
								5. Average rate charged per passenger per mile (in pies)—
17·8	17·6	*18·8*	18·7	*26·5*	26·7	*18·0*	17·8	1st class . . Pies.
8·48	8·50	*7·68*	8·22	*12·5*	12·9	*8·35*	8·49	2nd class. . .
4·12	4·06	*4·13*	4·06	*5·92*	5·92	*4·14*	4·08	Inter class . . ,,
2·96	2·93	*2·94*	2·96	*3·71*	3·59	*2·97*	2·95	3rd class . . ,,
3·20	3·16	*3·05*	3·07	*3·85*	3·72	*3·17*	3·15	TOTAL . ,,
88,208	89,365	*27,581*	28,003	*3,331*	3,331	*87,259*	88,361	6. Tons of goods carried (in thousands)(*b*).
19,222,629	18,620,775	*3,397,737*	3,385,853	*156,322*	152,212	*22,776,688*	22,158,840	7. Net ton-miles (in thousands).
218	208	*123·2*	120·9	*40·3*	39·7	*260·9*	250·8	8. Average miles a ton of goods was carried.
52,92,72	52,56,91	*14,66,09*	14,93,70	*1,07,23*	1,06,35	*68,66,04*	68,56,96	9. Earnings from goods carried (in thousands of rupees).
5·29	5·42	*8·28*	8·47	*13·2*	13·4	*5·78*	5·98	10. Average rate charged for carrying a ton of goods one mile. Pies.

(*a*) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(*b*) The above remarks apply to tons carried also.

[*For details, see Statement 5, pages 43—47 and Statement 14, pages 112—115.*]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges for the years 1937-38 and 1938-39.

NOTE.—Please see notes under the headings of Statement No. 14.

Class or Gauge.	Year.	Net Earnings.			Working Expenses.			Gross Earnings.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
						By classes of railways.					
Class I Railways	*1937-38*	*36,42,84*	*2·00*	*9,938*	*67,12,01*	*3·68*	*351*	*1,03,54,85*	*5·68*	*28,215*	*541*
	1938-39‡	34,68,08	1·84	9,336	68,79,22	3·64	354	1,03,47,30	5·48	27,803	533
Class II Railways	*1937-38*	*1,34,41*	*1·64*	*3,286*	*2,12,71*	*2·60*	*99*	*3,47,12*	*4·25*	*8,487*	*163*
	1938-39§	1,19,32	1·72	3,452	1,91,00	2·76	106	3,10,32	4·48	8,979	172
Class III Railways	*1937-38*	*12,43*	*0·48*	*1,081*	*43,87*	*1·70*	*74*	*56,30*	*2·18*	*4,896*	*94*
	1938-39	12,24	0·48	1,063	45,10	1·75	75	57,34	2·23	4,982	95
						By gauges.					
5' 6" Gauge	*1937-38*	*28,08,47*	*2·25*	*13,012*	*51,73,89*	*4·15*	*459*	*79,82,36*	*6·40*	*36,943*	*709*
	1938-39	26,77,77	2·09	12,411	52,51,09	4·10	466	79,28,86	6·19	36,732	705
3' 3½" Gauge	*1937-38*	*9,76,53*	**1·63*	*6,017*	*15,33,80*	**2·64*	*186*	*25,60,33*	**4·27*	*15,741*	*302*
	1938-39	9,21,42	1·50	5,733	16,52,76	2·66	195	25,74,18	4·15	15,913	305
2' 6" and 2' 0" Gauges.	*1937-38*	*4,68*	*0·05*	*113*	*2,10,90*	*2·48*	*97*	*2,15,58*	*2·53*	*5,137*	*99*
	1938-39	45	0·01	11	2,11,47	2·49	98	2,11,92	2·50	5,107	98
						Total all railways.					
†TOTAL	*1937-38*	*37,89,68*	**1·96*	*9,043*	*69,68,59*	**3·61*	*319*	*1,07,58,27*	**5·57*	*25,643*	*492*
	1938-39	35,99,64	1·82	8,619	71,15,32	3·58	326	1,07,14,96	5·40	25,612	491

*Revised figures.

†The difference between these totals and those shown in Summary V consists of "other items not included in the preceding heads" included in the latter.

‡ Includes } Mysore State Railway which ranks as class I Railway with effect from 1938-39.

§ Excludes }

[*For details, see Statement 17, pages 120—125 and Statement 37, pages 234—238.*]

XII.—*Summary of Train and Engine Mileage pertaining to Steam and Electric Locomotives for the years 1937-38 and 1938-39.* (*In thousands of miles.*)

Particulars.		Year.	Train Miles. ‡ Passenger.	Train Miles. ‡ Goods.	Train Miles. ‡ Mixed.	Train Miles. Total (including departmental).	Shunting and other Engine Miles. Shunting.	Shunting and other Engine Miles. *Miscellaneous.	Shunting and other Engine Miles. Total. (Cols. 7+8).	Total engine miles. (Cols. 6+9).
1		2	3	4	5	6	7	8	9	10
					By	classes of	railways.			
Class I Railways	Steam	*1937-38* (a)	*87,499*	*57,389*	*23,103*	*172,688*	*27,112*	*14,196*	*41,308*	*213,996*
		1938-39	91,411	59,083	22,855	178,869	28,212	14,514	42,726	221,595
	Electric	*1937-38*	*1,359*	*594*	*Nil*	*1,979*	*223*	*307*	*530*	*2,509*
		1938-39	1,357	634	Nil	2,017	223	342	565	2,582
Class II Railways	Steam	*1937-38* (b)	*2,132*	*983*	*4,928*	*8,166*	*1,508*	*230*	*1,738*	*9,904*
		1938-39	1,379	749	4,498	6,775	1,283	202	1,485	8,260
Class III Railways ‖	Steam	*1937-38*	*624*	*200*	*1,722*	*2,583*	*223*	*263*	*486*	*3,069*
		1938-39	630	196	1,706	2,665	241	258	499	3,064
						By gauges.				
5′ 6″ gauge	Steam	*1937-38*	*59,462*	*42,767*	*11,437*	*116,657*	*18,979*	*11,288*	*30,267*	*146,924*
		1938-39	61,480	43,702	10,881	119,803	19,517	11,527	31,044	150,847
	Electric	*1937-38*	*1,359*	*594*	*Nil*	*1,979*	*223*	*307*	*530*	*2,509*
		1938-39	1,357	634	Nil	2,017	223	342	565	2,582
3′ 3¾″ gauge	Steam	*1937-38*	*28,768*	*14,456*	*13,370*	*58,270*	*8,783*	*2,921*	*11,704*	*69,974*
		1938-39	29,914	15,064	13,263	60,024	9,139	2,973	12,112	72,136
2′ 6″ and 2′ 0″ gauges ‖	Steam	*1937-38*	*2,025*	*1,349*	*4,946*	*8,510*	*1,081*	*480*	*1,561*	*10,071*
		1938-39	2,026	1,262	4,915	8,382	1,080	474	1,554	9,936
					Total all	railways.				
Total	Steam	*1937-38*	*90,255*	*58,572*	*29,753*	*183,437*	*28,843*	*14,689*	*43,532*	*226,969*
		1938-39	93,420	60,028	29,059	188,209	29,736	14,974	44,710	232,919
	Electric	*1937-38*	*1,359*	*594*	*Nil*	*1,979*	*223*	*307*	*530*	*2,509*
		1938-39	1,357	634	Nil	2,017	223	342	565	2,582

* Includes light, assisting required, assisting not required, siding and departmental.
‡ Excluding departmental.
‖ The figures of Jorhat Railway have not been included as the information is not available.
(a) Excludes figures of Mysore State Rly., which was class II in 1937-38.
(b) Excludes figures of Mysore State Rly., which is included under class I Rlys.

XIII.—*Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1939.*

Particulars.			5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1.* *Coaching vehicle miles*—(In thousands)			1,043,631	522,855	42,450
2.* *Wagon miles*—(In thousands)					
2·01 Loaded			1,468,051	470,554	24,502
2·02 Total (excluding brake vans)			2,117,936	648,238	35,254
2·03 Percentage loaded of total			69·3	72·6	69·5
3.* Net or freight ton miles (In thousands)		Steam	18,013,462	3,023,616	86,572
		Electric‡	270,497	..	..
4. *Gross ton miles (including weight of engine)*—(In thousands)		Steam	26,248,892	7,259,824	354,257
4·01 Passenger and proportion of mixed.	Excluding departmental	Electric‡	686,928	..	..
	Including departmental	Steam	26,379,734	7,344,687	354,938
		Electric‡	687,445	..	..
4·02 Goods and proportion of mixed.	Excluding departmental	Steam	43,456,658	7,676,781	297,140
		Electric‡	682,149	..	..
	Including departmental	Steam	45,223,262	8,107,218	318,742
		Electric‡	691,861	..	..
5.* *Vehicle and Wagon Usage*—					
5·01 Vehicle Miles per vehicle day (in terms of 4-wheelers)			137	110	61
5·02 Wagon miles per wagon day (in terms of 4-wheelers)			40·2	30·9	15·4
5·03 Net ton miles per wagon day (in terms of 4-wheelers)			351	147	38
5·04 Average wagon load (Total traffic) (in terms of 4-wheelers)			12·5	6·43	3·44
6.* *Average speed of goods trains—Train miles per train engine hour*—					
Through Goods trains [excluding van goods and shunting (pick up) trains]— 6·01 Main lines		Steam	§	§	..
		Electric‡	21·4	..	..
6·02 Branch lines			§	§	..
6·03 Total		Steam	§	§	..
		Electric‡	21·4	..	..
All Goods trains— 6·04 Main lines		Steam	11·1	11·9	..
		Electric‡	17·1	..	..
6·05 Branch lines			10·4	9·40	..
6·06 Total		Steam	10·9	10·9	8·94
		Electric‡	17·1	..	..
7.* *Average train load*—					
Passengers— 7·01 Number of vehicles		Steam	15	15	..
		Electric‡	19	..	..
Passenger and proportion of mixed— 7·02 Gross weight (including weight of engine)		Steam	382	213	..
		Electric‡	506	..	..
Goods— 7·03 Main lines—Loaded wagons		Steam	34	29	..
		Electric‡	40	..	..
7·04 Main lines—Total		Steam	49	40	..
		Electric‡	51	..	..
7·05 Percentage loaded of total		Steam	69·9	72·3	..
		Electric‡	79·8	..	..

* Excluding Departmental.
‡ Excluding Electric Multiple Unit Suburban trains.
‡ Figures not available.

Particulars.		5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
Average train load—concld.				
Goods—*contd.*				
7·06 Branch lines—Loaded wagons		24	25	--
7·07 Branch lines—Total		37	35	--
7·08 Percentage loaded of total		65·2	72·4	--
Main and Branch Lines—				
Goods and proportion of mixed—				
7·09 Net or freight weight	Steam	380	161	49
	Electric‡	427	--	--
7·10 Gross weight (*including* weight of engine)	Steam	917	409	169
	Electric‡	1,069	--	--
7·11 Gross weight (*excluding* weight of engine)	Steam	806	350	124
	Electric‡	929	--	--
8. *Light Running*—				
Light engine miles per 100 train miles—				
8·01 Passenger and proportion of mixed		1·75	0·82	--
8·02 Goods and proportion of mixed		6·69	2·54	--
Light and assisting not required miles per 100 train miles—				
8·03 Passenger and proportion of mixed		2·18	1·10	--
8·04 Goods and proportion of mixed		7·56	3·59	--
9.* *Shunting*—				
Shunting miles per 100 train miles—				
9·01 Passenger and proportion of mixed		4·96	4·71	--
9·02 Goods and proportion of mixed		33·9	34·3	--
9·03 Wagon miles per shunting engine hour		651	512	--
10. *Efficiency*—				
10·01 Wagon* miles per engine hour (including departmental)		215	176	..
10·02 Net* ton miles per engine hour (including departmental)		1,854	822	--
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).		4,657	2,204	..
11. *Engines and Engine Usage*—				
11·01 Average authorised stock	Steam	5,347	2,320	302
	Electric‡	66	--	--
11·02 Average total number on line	Steam	5,247	2,331	296
	Electric‡	66	--	--
11·03 Average number available for use	Steam	4,255	2,042	237
	Electric‡	56	--	--
11·04 Engine miles per day per engine on line (including departmental).	Steam	79	76	49
	Electric‡	107	..	..
11·05 Net* ton miles per goods locomotive day on line (including departmental).	Steam	15,144	7,019	1,693
	Electric‡	27,282	--	--
11·06 Net* ton miles per goods locomotive day in use	Steam	24,172	10,795	3,456
	Electric‡	42,963	--	..

*Excluding departmental.
‡Excluding Electric Multiple Unit Suburban trains.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
12. *Density (including departmental)*—				
12·01 Passenger miles per running track mile per annum		502,008	403,145	89,310
12·02 Passenger miles per route mile per annum		589,454	405,572	89,310
12·03 Net ton miles per running track mile per annum		749,287	240,572	39,521
12·04 Net ton miles per route mile per annum		879,807	242,021	39,521
12·05 Gross ton miles (including weight of engine) per running track mile per annum.		2,936,756	1,174,483	289,028
12·06 Gross ton miles (including weight of engine) per route mile per annum.		3,448,318	1,181,553	289,028
12·07 Train miles per running track mile per day		13·4	11·4	5·31
13. *Repair of Rolling stock*—				
Engines (*including departmental*)—				
Average number under or awaiting repair (daily)—				
In Mechanical workshops—				
13·01 Number	Steam	319	98	26
	Electric‡	3	*Nil*	*Nil*
13·02 Percentage of item 13·01 to average number on line.	Steam	6·08	4·20	8·78
	Electric‡	4·55	10·3	*Nil*
In sheds and transportation workshops—				
13·03 Number	Steam	670	201	36
	Electric‡	7	*Nil*	*Nil*
13·04 Percentage of item 13·03 to average total number on line.	Steam	12·8	8·62	12·2
	Electric‡	10·6	*Nil*	*Nil*
Coaching Stock (excluding departmental)—				
Average number under or awaiting repairs (daily)—				
In Mechanical Workshops—				
13·05 Passenger carriages		711	396	40
13·06 Other coaching vehicles		240	77	6
13·07 Percentage of item 13·05 to average total number on line		8·00	5·94	4·57
13·08 Percentage of item 13·06 to average total number on line		7·63	6·62	6·99
In sick lines and transportation Workshops—				
13·09 Passenger carriages		209	67	25
13·10 Other coaching vehicles		81	12	8
13·11 Percentage of item 13·09 to average total number on line		2·35	1·01	2·86
13·12 Percentage of item 13·10 to average total number on line		2·58	1·03	9·30
Goods Stock (excluding departmental)—				
Average number of unserviceable wagons (daily)—				
In Mechanical Workshops—				
13·13 Number		1,334	411	47
13·14 Percentage of item 13·13 to average number on line		0·94	0·73	0·78
In sick lines and transportation Workshops—				
13·15 Number		6,843	1,248	263
13·16 Percentage of item 13·15 to average number on line		4·80	2·21	4·35
Hot boxes—				
13·17 Coaching vehicles—Number. (Monthly)		40	120	..
13·18 Wagons—Number. (Monthly)		1,576	459	3

‡Excluding Electric Multiple Unit Suburban trains.

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
14. *Coal consumption for locomotive services—*			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	*Nil*	*Nil*	*Nil*
14·02 Indian coal	5,705,398	1,363,154	141,868
14·03 Wood	4,323	3,962	156
14·04 Oil fuel	43,194	7	18
14·05 Total‡ (in terms of coal)	5,785,662	1,364,753	141,963
14·06* Total net tons of coal consumed—Passenger and mixed	2,256,710	746,901	93,914
14·07 Total tons of coal consumed.—Rail cars (Steam propelled)	1,323	1,022	623
14·08 Total tons of coal consumed—Rail cars (Internal combustion engine propelled).	327	*Nil.*	33
14·09* Total net tons of coal consumed—Goods service	2,679,512	427,634	33,430
14·10* Total net tons of coal consumed—Shunting (including siding)	605,622	113,142	9,969
14·11 Total tons of coal consumed—Locomotives on miscellaneous services.	39,040	25,931	356
14·12 Total net tons of coal consumed—Departmental	205,128	50,123	3,638
14·13 Total tons of coal consumed on all Locomotive services.	5,785,662	1,364,753	141,963
14·14* Lbs. of coal consumed per engine mile (Shunting including siding)	60·3	37·7	(*a*)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines).			
14·15* Passenger and proportion of mixed	180·2	200·1	430·3
14·16* Goods and proportion of mixed	142·4	149·4	422·6
15. *Oil consumption—*			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	6,560,250	2,131,967	314,275 (*b*)
15·02 Total pints (Goods trains)	4,898,063	923,039	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·58	5·41	8·80 (*b*)
15·04 Pints per 100 engine miles (Goods)	9·62	5·69	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,477,539	1,540,259	(*a*)
15·06 Pints per 1,000 vehicle miles	1·33	1·21	(*a*)

* Excluding Departmental.
‡ 2½ tons of wood=1 ton of coal.
0·55 tons of oil fuel=1 ton of coal.
(*a*) Not published.
(*b*) Including departmental.

SECTION B.

STATEMENTS.

STATEMENTS.

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1938-39 and of the per Government after meeting all charges against the

NOTE :—Please see note under heading

Class and name of Railway.	Capital at charge on 31st March 1939.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. $\left(\frac{\text{Col. 3} \times 100}{\text{Col. 2}}\right)$
1	2	3	4
Central.			
State Lines worked by the State.			
1. Eastern Bengal	51,71,15	98,31	1·90
2. East Indian (including South Bihar)	1,48,41,38	7,85,73	5·30
3. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme.	1,13,57,94	5,06,53	4·46
4. North Western (Military)	34,01,14	—59,50	—1·75
5. Great Indian Peninsula	1,14,21,85	4,08,25	3·57
6. Coal Department	1,80,23	..	..
7. TOTAL	4,63,73,69	17,39,32	3·75
State Lines worked by Companies or Indian States.			
8. Assam-Bengal	24,48,43	28,26	1·15
9. Bengal-Nagpur	77,64,58	2,43,76	3·14
10. Bezwada Extention including D. K. extension (N. S.)	45,64	6,86	15·05
11. Bombay, Baroda and Central India	74,07,95	4,82,36	6·51
12. Jodhpur-Hyderabad (British Section) (Jodhpur)	1,24,14	16,42	13·23
13. Lucknow-Bareilly (R. & K.)	2,63,41	18,59	7·06
14. Madras and Southern Mahratta	53,28,25	2,57,15	4·83
15. South Indian	45,94,19	1,61,72	3·52
16. Tirhoot (B. & N. W.)	10,24,81	78,89	7·70
17. Jorhat	13,22	..	..
18. Railway Clearing Accounts	..	4	..
19. Contribution to Depreciation Reserve Fund (Miscellaneous)	..	—3,06	..
20. Controller, Railway Accounts	..	—13	..
21. TOTAL	2,90,14,62	12,90,86	4·45
Miscellaneous items.			
22 Miscellaneous items	1,37,29	..	..
23. Deduct—Interest during construction	..	..	..
24. TOTAL	1,37,29	..	..
25. **Grand Total**	7,55,25,60	30,30,18	4·01

centage of those figures on the Capital at Charge, on 31st March 1939 also of the net gain or loss to net Revenue Receipts.

of statement No. 2 (a). (*In thousands of rupees.*)

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between columns (3) and (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9×100 / Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
						Central.
						State Lines worked by the State.
..	1,92,80	1,92,80	..	94,49	—1·83	1. Eastern Bengal.
..	5,85,72	5,85,72	2,00,01	..	1·35	2. East Indian (including South Bihar).
..	4,43,09	4,43,09	63,44	..	0·56	3. North Western (Commercial) including Delhi (New Capital) Rlys. Works Scheme.
..	1,32,28	1,32,28	..	1,91,78	—5·64	4. North Western (Military).
..	4,14,61	4,14,61	..	6,36	—0·06	5. Great Indian Peninsula.
..	7,77	7,77	..	7,77	—4·31	6. Coal Department.
..	17,76,27	17,76,27	..	36,95	—0·08	7. Total.
						State Lines worked by Companies or Indian States.
..	93,86	93,86	..	65,60	—2·68	8. Assam-Bengal.
4,01	3,22,44	3,26,45	..	82,69	—1·06	9. Bengal-Nagpur
..	1,83	1,83	5,03	..	11·03	10. Bezwada Extension including D. K. extension (N. S.).
18,82	2,71,66	2,90,48	1,91,88	..	2·59	11. Bombay, Baroda and Central India.
..	5,09	5,09	11,33	..	9·13	12. Jodhpur-Hyderabad (*British* Section) (Jodhpur).
1,27	9,60	10,87	7,72	..	2·93	13. Lucknow-Bareilly (R. & K.).
18,14	2,32,79	2,50,93	6,22	..	0·12	14. Madras and Southern Mahratta
4,90	1,71,30	1,76,20	..	14,48	—0·32	15. South Indian.
2,01	38,42	40,43	38,46	..	3·75	16. Tirhoot (B. & N. W.).
..	..	..	..	..	..	17. Jorhat.
..	..	..	4	..	..	18. Railway Clearing Accounts.
..	..	..	..	3,06	..	19. Contribution to Depreciation Reserve Fund (Miscellaneous.)
..	..	..	..	13	..	20. Controller, Railway Accounts.
49,15	11,46,99	11,96,14	94,72	..	0·33	21. Total.
						Miscellaneous Items.
..	6,49	6,49	..	6,49	—4·73	22. Miscellaneous items.
..	16	16	..	16	..	23. Deduct—Interest during construction.
..	6,33	6,33	..	6,33	—4·61	24. Total.
49,15	29,29,59	29,78,74	*51,44	..	0·07	25. ***Grand Total.***

*The total gain (Central) for the year is :—

	Rs.
Gain as per column 8 above	51,44
Add—Miscellaneous Railway Receipts	1,33,45
Government share of surplus profits from subsidized Companies	15,61
Deduct—Miscellaneous Railway expenditure	63,18
Net Gain	1,37,32

2 (a).—*Statement of Capital at Charge of State-owned*

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of came into being. From 1935-36 they have again been converted

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees@ 1s. 6d. to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Central.							
I.—State Lines worked by the State.							
(i) Open Lines.							
Eastern Bengal	..	5,28,82	—5,24	19,91	—19	7,98	22,46
East Indian (including South Bihar)	..	49,58,45	41,57	17,68	22	5,38	64,85
Great Indian Peninsula (including Bhopal State).	..	49,09,94	—27,27	—13,81	—2,43	6,18	—37,33
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,59,60	36	—8,71	8	26,73	18,46
North Western (Military)	..	..	11,13	—1,19	1,51	*—3,55	7,90
Coal Department	..	..	—3,63	..	..	8	—3,55
Total I (i)	..	1,16,56,81	16,92	13,88	—81	42,80	72,79
(ii) New Constructions.							
Eastern Bengal	..	..	..	..	..	..	..
East Indian	..	..	—3,34	..	—35	40	—3,29
Great Indian Peninsula	..	..	—36	..	..	..	—36
North Western (Commercial)	..	..	—1,17	..	—2,53	7,59	3,89
North Western (Military)	..	..	..	..	..	..	..
Total I (ii)	..	..	—4,87	..	—2,88	7,99	24
II.—State Lines worked by Companies or by Indian States.							
(i) Open Lines.							
†Assam-Bengal—I	..	..	..	..	..	..	..
†Assam-Bengal—II	..	..	19,64	4,27	—9	9,29	33,11
Bengal-Nagpur	..	..	17,13	9,45	—4	22,02	48,56
Bezwada Extension (N. S.)	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	19,40,92	16,27	—1,83	8	9,56	24,08
Total Companies' Lines (Open lines)							
Carried over	..	19,40,92	53,04	11,89	—5	40,87	1,05,75

* Includes (1) Campbellpur Reserve Nil and (2) Frontier Railway Reserve —3,96.

†For purposes of accounting, the capital is shown in two parts in terms of the contract, with the Secretary of State dated the 26th April 1892.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1*s.* 6*d.* to the rupee.

(*In thousands of rupees.*)

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 8+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						Central.
						I.—State Lines worked by the State.
						(*i*) Open Lines.
29,70,91	11,93,27	1,89,09	70,10	44,23,37	49,52,19	Eastern Bengal.
55,54,09	35,45,20	2,57,01	1,61,87	95,18,17	1,44,76,62 (*a*)	East Indian (including South Bihar).
47,85,66	14,48,55	1,74,96	1,02,74	65,11,91	1,14,21,85 (*a*)	Great Indian Peninsula (including Bhopal State).
71,60,34	23,00,11	3,85,52	2,35,33	1,00,81,30	1,13,40,90	North Western (Commercial) including Delhi (New Capital). Railway Works Scheme.
26,78,14	4,80,29	1,80,31	(*b*) 61,01	33,99,75	33,99,75	North Western (Military).
1,76,51	..	..	3,72	1,80,23	1,80,23	Coal Department.
2,33,25,65	89,67,42	11,86,89	6,34,77	3,41,14,73	4,57,71,54	Total I (*i*).
						(*ii*) New Constructions.
1,95,53	..	23,43	..	2,18,96	2,18,96	Eastern Bengal.
3,29,22	..	35,14	40	3,64,76	3,64,76	East Indian.
..	..	..	..	..	..	Great Indian Peninsula.
7,85	..	1,60	7,59	17,04	17,04	North-Western (Commercial).
1,39	..	..	..	1,39	1,39	North Western (Military).
5,33,99	..	60,17	7,99	6,02,15	6,02,15	Total I (*ii*).
						II.—State Lines worked by Companies or by Indian States.
						(*i*) Open Lines.
97,91	..	..	..	97,91	97,91	Assam Bengal—I. †
16,64,26	4,87,26	1,70,08	28,92	23,50,52	23,50,52	Assam Bengal—II. †
46,68,34	26,23,66	3,45,06	1,25,47	77,62,53	77,62,53	Bengal Nagpur.
16,89	..	1,17	..	18,06	18,06	Bezwada Extension (N. S.).
37,68,92	14,18,34	1,89,96	89,31	54,67,03	74,07,95	Bombay, Baroda and Central India.
1,02,16,32	45,29,26	7,06,27	2,44,20	1,56,96,05	1,76,36,97	Total Companies' Lines (Open Lines) Carried over

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

(*a*) Excludes Rs. 29,83 under East Indian and Rs. 15,75 under Great Indian Peninsula Railways respectively representing outlay on Telegraph wires by the old companies and included erroneously in the Railway Accounts. These figures are already included in the Capital expenditure of the Telegraph Department.

(*b*) Includes (1) Campbellpur Reserve 12,44 and (2) Frontier Railway Reserve 34,67.

2 (a).—*Statement of Capital at Charge of State-owned Railways*

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of came into being. From 1935-36 they have again been converted

(In thousands of rupees.)

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward	..	19,40,92	53,04	11,89	—5	40,87	1,05,75
Jodhpur	..	..	1,66	..	2	—1,93	—25
Lucknow-Bareilly (R. & K.)	..	..	1,32	3,40	—1	1,56	6,27
Madras and Southern Mahratta (excluding Mysore State).	..	17,47,74	6,41	3,22	2	—8,77	88
Dhone-Kurnool (N. S.)	..	..	3	..	..	..	3
South Indian	..	7,63,49	12,26	8,09	48	5,17	26,00
Tirhoot (B. & N. W.) including Mashrak-Thawe Extension.	..	..	8,84	8,67	2	—2,39	15,14
Jerhat	..	..	..	..	..	..	..
TOTAL II (*i*)	..	44,52,15	83,56	35,27	48	34,51	1,53,82
II (*ii*)—*New Constructions.*							
Bengal Nagpur	..	..	1	..	..	..	1
Jodhpur	..	..	5,22	..	54	22	5,98
Madras and Southern Mahratta	..	..	..	..	..	..	..
South Indian	..	..	—42	..	—1	..	—43
TOTAL II (*ii*)	..	..	4,81	..	53	22	5,56
III.—Miscellaneous Items.							
Controller of Railway Accounts—Account Current.	..	..	..	..	93	..	93
TOTAL III	..	..	..	..	93	..	93
GRAND TOTAL I (*i*)—III	..	1,61,08,96	1,00,42	49,15	—1,75	85,52	2,33,34

on the 31st March 1939—concld.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1*s.* 6*d.* to the rupee.

(*In thousands of rupees.*)

Capital outlay to end of financial year including in the case of purchased railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
1,02,16,32	45,29,26	7,06,27	2,44,20	1,56,96,05	1,76,36,97	Total Companies' Lines (Open Lines)—Brought forward.
92,11	..	3,10	30	95,51	95,51	Jodhpur.
1,69,17	79,20	8,86	6,18	2,63,41	2,63,41	Lucknow-Bareilly (R. & K.).
21,69,81	9,05,05	1,52,59	57,71	33,75,16	51,22,90	Madras and Southern Mahratta (excluding Mysore State).
25,26	..	2,32	..	27,58	27,58	Dhone-Kurnool (N. S.).
19,37,36	8,79,20	1,51,83	60,70	30,29,09	37,92,58	South Indian.
6,86,08	2,55,16	51,31	32,26	10,24,81	10,24,81	Tirhoot (B. & N. W.). including (Mashrak-Thawe Extension.).
7,43	4,70	41	68	13,22	13,22	Jorhat.
1,53,03,54	67,42,57	10,76,69	4,02,03	2,35,24,83	2,79,76,98	TOTAL II (*i*).
						II (*ii*)—*New Constructions.*
1,66	..	39	..	2,05	2,05	Bengal Nagpur.
27,09	..	1,32	22	28,63	28,63	Jodhpur.
1,88,49	..	16,86	..	2,05,35	2,05,35	Madras and Southern Mahratta.
7,39,36	..	62,25	..	8,01,61	8,01,61	South Indian.
9,56,60	..	80,82	22	10,37,64	10,37,64	TOTAL II (*ii*).
						III.—Miscellaneous Items.
..	..	1,37,29	..	1,37,29	1,37,29	Controller of Railway Accounts—Account Current.
..	..	1,37,29	..	1,37,29	1,37,29	TOTAL III.
4,01,19,78	1,57,09,99	25,41,86	10,45,01	5,94,16,64	7,55,25,60	GRAND TOTAL I (*i*)—III.

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

2 (b).—*Statement of Capital Outlay to the end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES'						
(A) Worked by the Branch						
Open Lines.						
Ahmadpur-Katwa	2′ 6″	3	*Nil*	*Nil*	*Nil*	3
Bankura-Damodar River	,,	4	—1	*Nil*	—13	—10
Burdwan-Katwa	,,	3	*Nil*	*Nil*	11	14
Futwah-Islampur	,,	*Nil*	*Nil*	*Nil*	5	5
Kalighat-Falta	,,	2	*Nil*	*Nil*	—1	1
Total 1-(A)	...	12	—1	*Nil*	2	13
(B) Worked by the						
Open Lines.						
Hardwar-Dehra (E. I.)	5′ 6″	10	*Nil*	*Nil*	*Nil*	10
Chaparmukh-Silghat (A. B.)	3′ 3¼″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Katakhal Lalabazar (A. B.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Daughara-Jamalpurganj (Bengal Provincial)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total 1-(B)	..	10	*Nil*	*Nil*	*Nil*	10
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
Open Lines.						
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	5′ 6″	12	*Nil*	*Nil*	*Nil*	12
Phagwara-Rahon (N. W.)	,,	1	*Nil*	*Nil*	*Nil*	1
Mandra-Bhaun (N. W.)	,,	3	*Nil*	*Nil*	*Nil*	3
Sara-Sirajganj (E. B.)	,,	27	*Nil*	*Nil*	*Nil*	27
Sialkot-Narowal (N. W.)	,,	5	*Nil*	*Nil*	*Nil*	5
Tapti Valley (B. B. & C. I.)	,,	21	*Nil*	2	*Nil*	23
Ahmedabad-Parantij (B. B. & C. I.)	3′ 3¼″	10	*Nil*	1	*Nil*	11
Champaner-Shivrajpur-Pani Light (B. B. & C. I.)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dhond-Baramati (G. I. P.)	,,	—3	*Nil*	*Nil*	*Nil*	—3
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.).	,,	—6	*Nil*	*Nil*	*Nil*	—6
Godhra-Lunavada (B. B. & C. I.)	,,	1	*Nil*	*Nil*	*Nil*	1
Jacobabad-Kashmor (N. W.)	,,	1	*Nil*	*Nil*	*Nil*	1
Khulna Bagerhat (E. B.)	,,	*Nil*	2	*Nil*	*Nil*	2
Larkana-Jacobabad (N. W.)	,,	1	*Nil*	*Nil*	*Nil*	1
Mayurbhanj (B. N.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Nadiad Kapadvanj (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pachora-Jamner (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Darjeeling-Himalayan Extensions	2′ 0″	27	*Nil*	*Nil*	*Nil*	27
Total (2)	..	99	2	3	*Nil*	1,04

year 1938-39 of other than State-owned Railways. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
line Company.					OPEN LINES.
16,30	2,38	2,06	1	20,75	Ahmadpur-Katwa.
30,23	5,60	3,90	38	40,11	Bankura-Damodar River.
14,62	3,67	1,71	68	20,68	Burdwan-Katwa.
16,89	2,70	*Nil*	8	19,67	Futwah-Islampur.
15,10	7,05	1,64	59	24,38	Kalighat-Falta.
93,14	21,40	9,31	1,74	1,25,59	TOTAL 1-(A).
Main Line.					OPEN LINES.
31,54	*Nil*	4,59	*Nil*	36,13	Hardwar-Dehra (E. I.).
33,30	*Nil*	1,72	*Nil*	35,02	Chaparmukh-Silghat (A. B.).
15,80	*Nil*	1,39	*Nil*	17,19?	Katakhal-Lalabazar (A. B.).
2,01	1,17	19	*Nil*	3,37	Dasghara-Jamalpurganj (Bengal Provincial).
82,65	1,17	7,89	*Nil*	91,71	TOTAL 1-(B).
TERMS WORKED BY THE MAIN LINE.					OPEN LINES.
					Hoshiarpur-Doab (N. W.)—
33,68	*Nil*	3,12	*Nil*	36,80	Jullundur-Mukerian (N .W.).
26,42	*Nil*	2,52	*Nil*	28,94	Phagwara-Rahon (N. W.).
24,67	*Nil*	3,13	*Nil*	27,80	Mandra-Bhaun (N. W.).
91,64	*Nil*	6,94	*Nil*	98,58	Sara-Sirajganj (E. B.).
29,23	*Nil*	2,55	*Nil*	31,78	Sialkot-Narowal (N. W.).
1,26,45	*Nil*	11,02	*Nil*	1,37,47	Tapti Valley (B. B. & C. I.).
34,09	3	4,05	*Nil*	38,17	Ahmedabad-Parantij (B. B. & C. I.).
11,28	6,35	3,43	*Nil*	21,06	Champaner-Shivrajpur-Pani Light (B. B. & C. I.).
8,38	2,34	1,85	*Nil*	12,57	Dhond-Baramati (G. I. P.).
59,72	16,87	15,09	*Nil*	93,68	Ellichpur-Yeotmal (including Pulgaon Arvi railway) (G. I. P.).
8,96	1,83	3,42	*Nil*	14,21	Godhra-Lunavada (B. B. & C. I.).
17,61	5,31	1,67	*Nil*	24,59	Jacobabad-Kashmor (N. W.).
6,72	1,51	81	*Nil*	9,04	Khulna-Bagerhat (E. B.).
20,45	6,75	3,54	*Nil*	30,74	Larkana-Jacobabad (N. W.).
24,11	62	*Nil*	*Nil*	24,73	Mayurbhanj (B. N.).
8,85	4,73	2,72	*Nil*	16,30	Nadiad Kapadvanj (B. B. & C. I.).
12,04	2,02	3,77	*Nil*	17,83	Pachora-Jamner (G. I. P.).
42,20	6,67	9,63	*Nil*	58,50	Darjeeling-Himalayan Extensions.
5,86,50	57,03	79,26	*Nil*	7,22,79	TOTAL (2).

* Includes Rs. 1,20,414 direct outlay by the Managing Agents.

2 (b).—Statement of Capital Outlay to the end of the

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Jamnagar-Dwarka	3′ 3⅜″	2,03	*Nil*	2	*Nil*	2,05
Mymensingh-Bhairab Bazar (A. B.)	,,	5	*Nil*	*Nil*	*Nil*	5
Total (3)	..	2,08	*Nil*	2	*Nil*	2,10
4. COMPANIES' LINES SUBSIDIZED BY THE						
Open Lines.						
Bengal and North-Western*	3′ 3⅜″	6,97	3,12	35	12	10,56
Bengal Dooars Extensions*	,,	34	4	*Nil*	—26	12
Mirpur Khas-Khadro† (Jodhpur)	,,	8	*Nil*	*Nil*	*Nil*	8
Rohilkund and Kumaon	,,	32	31	*Nil*	*Nil*	63
Barsi Light†	2′ 6″	19	—1,47	2	—13	—1,39
Matheran Light‡	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (4)	..	7,90	2,00	37	—27	10,00
Open Lines.						**5. COMPANIES LINES SUBSIDIZED**
Dibru-Sadiya	3′ 3⅜″	48	—1,57	*Nil*	*Nil*	—1,09
Shahdara (Delhi) Saharanpur Light*§	2′ 6″	1	2	*Nil*	—1,50	—1,47
Darjeeling-Himalayan	2′ 0″	*Nil*	7	*Nil*	—8	—1
Total (5)	..	49	—1,48	*Nil*	—1,58	—2,57
Open Lines.						**6. UNASSISTED**
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3′ 3⅜″	7	*Nil*	*Nil*	*Nil*	7
Bengal Provincial	2′ 6″	*Nil*	*Nil*	*Nil*	—1	—1
Parlakimedi Light (B. N.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jagadhri Light	2′ 0″	1	—1	*Nil*	*Nil*	*Nil*
Kulasekarapatnam Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Trivellore Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (6)	..	8	—1	*Nil*	—1	6

* Receives land only from Government.

† Receives land only from Government and Indian States.

‡ Receives land and rebate from Government.

§ This line has been transferred to head 5 from "4 Companies' lines subsidized by the Government of India".

year 1938-39 of ***other than State-owned*** *Railways*—contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs	Rs.	Rs.	
					OPEN LINES.
GUARANTEE AND REBATE TERMS.					
62,52	2,88	2,87	2,00	70,27	Jamnagar-Dwarka.
1,17,50	*Nil*	7,00	*Nil*	1,24,50	Mymensingh-Bhairab Bazar (A. B.).
1,80,02	2,88	9,87	2,00	1,94,77	TOTAL (3).
GOVERNMENT OF INDIA.					
					OPEN LINES.
8,45,82(*b*)	2,88,05	91,67	6,11	12,31,65(*b*)	Bengal and North-Western.*
94,46	16,38	8,61	2,61†	1,22,06	Bengal Docars Extensions.*
9,21	*Nil*	58	*Nil*	9,79	Mirpur Khas-Khadro† (Jodhpur).
1,35,72	59,81	12,94	*Nil*	2,08,47	Rohilkund and Kumaon.
1,27,77	46,53	8,04	1,45	1,83,79	Barsi Light.†
11,95	42	7	*Nil*	12,44(*a*)	Matheran Light.‡
12,24,93	4,11,19	1,21,91	10,17	17,68,20	TOTAL (4).
BY LOCAL GOVERNMENTS.					OPEN LINES.
75,27	55,79	18,18	*Nil*	‖1,49,24	Dibru-Sadiya.
35,82	14,19	*Nil*	1,29	51,30	Shahdara (Delhi)-Saharanpur Light.*§
32,58	12,57	2,80	2,42	50,37	Darjeeling-Himalayan.
1,43,67	82,55	20,98	3,71	2,50,91	TOTAL (5).
COMPANIES' LINES.					OPEN LINES.
18,89	*Nil*	*Nil*	*Nil*	18,89	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,80	2,76	1	13	11,70	Bengal Provincial.
17,49	5,30	2,16	*Nil*	24,95	Parlakimedi Light (B. N.).
63	38	12	*Nil*	1,13	Jagadhri Light.
3,38	1,50	3	*Nil*	4,91	Kulasekarapatnam Light.
39	70	9	*Nil*	1,18	Trivellore Light.
49,58	10,64	2,41	13	62,76	TOTAL (6).

(*a*) Includes 11,95 being the capital outlay to the end of 1927-28, the details of which are not available.

(*b*) Includes 4 on account of survey.

‖ Excludes Rs. 1,50,000 (£ 10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru Sadiya Railway in the years when a subsidy was payable.

2 (b).—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
7. DISTRICT						
OPEN LINES.						
Tenali-Repalle (M. & S. M.)	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Podanur-Pollachi (S. I.)	3′ 3⅜″	1	*Nil*	*Nil*	*Nil*	1
Tinnevelly-Tiruchendur (S. I.)	,,	4	*Nil*	*Nil*	*Nil*	4
TOTAL (7)	..	5	*Nil*	*Nil*	*Nil*	5
8. COMPANIES' LINES SUBSIDIZED						
OPEN LINES.						
Bengal Dooars	3′ 3⅜″	80	*Nil*	*Nil*	—7	73
Arrah-Sasaram Light	2′ 6″	*Nil*	*Nil*	*Nil*	4	4
Baraset-Basirhat Light	,,	*Nil*	2	*Nil*	12	14
Bukhtiarpur-Bihar Light	,,	1	*Nil*	*Nil*	5	6
Dehri-Rohtas Light *	,,	1	*Nil*	*Nil*	11	12
Howrah-Amta Light	2′ 0″	—3	*Nil*	*Nil*	—13	—16
Howrah Sheakhala Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Tezpur-Balipara Light §	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL (8)	..	79	2	*Nil*	12	93

* This line has been transferred from "4. Companies lines subsidized by the Government of India."

§ This line has been shown under "8. Companies' lines subsidized by District Board" instead of "6. Unassisted Companies' lines."

1938-39 of other than State-owned Railways—contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	Railway.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					OPEN LINES.
14,84	*Nil*	1,14	*Nil*	15,98	Tenali-Repalle (M. & S. M.).
8,88	4,91	1,26	*Nil*	15,05	Podanur-Pollachi (S. I.).
24,65	*Nil*	2,50	*Nil*	27,15	Tinnevelly-Tiruchendur (S. I.).
48,37	4,91	4,90	*Nil*	58,18	TOTAL (7).
BY DISTRICT BOARDS.					OPEN LINES.
35,57	7,35	2,54	*Nil*	45,46	Bengal Dooars.
18,75	6,73	*Nil*	14	25,62	Arrah-Sasaram Light.
19,43	6,79	*Nil*	25	26,47	Baraset-Basirhat Light.
10,62	4,83	*Nil*	14	15,59	Bukhtiarpur-Bihar Light.
7,08	3,35	42	80	12,75	Dehri-Rohtas Light. *
18,20	12,16	*Nil*	1,12	31,48	Howrah-Amta Light.
5,00	3,55	*Nil*	*Nil*	8,55	Howrah Sheakhala Light.
3,20	1,60	7	*Nil*	4,87	Tezpur-Balipara Light. §
1,18,45	46,86	3,03	2,45	1,70,79	TOTAL (8).

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year. Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
9. INDIAN STATE LINES WORKED						
(a) Open Lines.						
Nizam's State†	5′ 6″	5,52	—46	62	*Nil*	5,68
Bhavnagar State	3′ 3⅜″	8	46	59	—24	89
Bikaner State	,,	11,05	2,47	3,14	71	17,37
Gaekwar's Baroda State (Mehsana)	,,	60	58	2	*Nil*	1,20
Gondal	,,	1,97	*Nil*	*Nil*	86	2,83
Jaipur State	,,	86	1,61	*Nil*	55	3,02
Jetalsar-Rajkot (Gondal)	,,	12	*Nil*	*Nil*	—12	*Nil*
Jodhpur	,,	1,34	9,24	*Nil*	86	11,44
Junagad State	,,	1,05	4	1	—1,28	—18
Morvi	,,	51	92	*Nil*	—82	61
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections, Arsalu-Anandapuram, Bangalore-Harihar and Yesvanthpur-Hindupur).	,,	19,40	3,46	1	—3,39	19,48
Porbandar State (Gondal)	,,	35	1,52	*Nil*	—85	1,02
Udaipur-Chitorgarh	,,	19	24	*Nil*	—50	—7
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2′ 6″	—2	*Nil*	*Nil*	*Nil*	—2
Cutch State	,,	*Nil*	13	*Nil*	*Nil*	13
Dholpur State*	,,	*Nil*	1	*Nil*	*Nil*	1
Gaekwar's Baroda State	,,	—49	—1,03	*Nil*	78	—74
Kolar District (Mysore)	,,	2	74	*Nil*	*Nil*	76
Gwalior Light	2′ 0″	4	*Nil*	*Nil*	*Nil*	4
Tarikere-Narasimharajapura Tramway (Mysore)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (a)	..	42,59	19,93	4,39	—3,44	63,47
(b) Lines under construction.						
Tahsil Bhadra to Sadulpur (Bikaner State)	3′ 3⅜″	5,04	*Nil*	20	*Nil*	5,24
Anandapuram to Sagra (Mysore)	,,	2,50	*Nil*	21	*Nil*	2,71
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	,,	25	*Nil*	*Nil*	*Nil*	25
Jhunjhunu-Loharu Sikar-Bissau	,,	72	*Nil*	7	9	88
Kunkavav-Derdi section (Gondal)	,,	58	*Nil*	*Nil*	*Nil*	58
Dholpur to Rajakhera (Dholpur State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (b)	..	9,09	*Nil*	48	9	9,66
Total (9) [=a+b]	..	51,68	19,93	4,87	—3,35	73,13

* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli Section.

† Includes figures for Metre Gauge.

1938-39 of other than State-owned Railways—contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
					(*a*) OPEN LINES.
10,55,55	2,80,96	92,92	22,63	§ 14,52,06	Nizam's State.†
1,61,34	77,29	8,10	7,56	2,54,29	Bhavnagar State.
2,84,29	94,04	8,90	8,74	3,95,97	Bikaner State.
1,47,77	26,54	11,16	*Nil*	1,85,47	Gaekwar's Baroda State (Mehsana).
70,28	35,34	2,52	2,75	1,10,89	Gondal.
75,77	15,61	3,39	1,06	95,83	Jaipur State.
28,32	*Nil*	90	15	29,37	Jetalsar-Rajkot (Gondal).
2,87,76	1,87,89	3,59	10,44	4,89,68	Jodhpur.
1,20,43	33,35	5,17	5,13	1,64,08	Junagad State.
69,19	39,71	2,23	2,38	1,13,51	Morvi.
4,07,21	1,42,38	27,32	3,01	5,79,92	Mysore (including Birur-Shimoga Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections and Arsalu—Anandapuram, Bangalore-Harihar and Yesvanthpur-Hindupur).
15,56	10,57	46	5	26,64	Porbandar State (Gondal).
1,00,71	22,18	5,32	25	1,28,46	Udaipur-Chitorgarh.
9,35	*Nil*	1,19	*Nil*	10,54	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
16,11	3,71	2,09	2,03	23,94	Cutch State.
11,63	4,43	51	*Nil*	16,57	Dholpur State.*
2,24,33	53,43	20,92	6,93	3,05,61	Gaekwar's Baroda State.
§14,53	12,32	1,50	*Nil*	28,35	Kolar District (Mysore).
1,01,85	15,22	6,10	*Nil*	1,23,17	Gwalior Light.
5,92	3,15	76	*Ni*	‡9,83	Tarikere-Narasimharajapura Tramway (Mysore)
32,07,90	10,58,12	2,05,05	73,11	45,44,18	TOTAL (*a*).
					(*b*) LINES UNDER CONSTRUCTION.
8,41	*Nil*	31	*Nil*	8,72	Tahsil Bhadra to Sadulpur (Bikaner State).
10,42	*Nil*	1,02	*Nil*	11,44	Anandapuram to Sagra (Mysore).
82	*Nil*	*Nil*	*Nil*	82	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
72	*Nil*	7	9	88	Jhunjhunu-Loharu, Sikar Bissau (Jaipur).
1,51	*Nil*	*Nil*	*Nil*	1,51	Kunkavav-Derdi section (Gondal).
87	*Nil*	7	*Nil*	94	Dholpur to Rajakhera (Dholpur State).
22,75	*Nil*	1,47	9	24,31	TOTAL (*b*).
32,30,65	10,58,12	2,06,52	73,20	45,68,49	TOTAL (*a*) [= *a* + *b*].

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

‡ Excludes the outlay on Tadasa Hebbe Tramway.

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Open Lines.						10. INDIAN STATE LINES
Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)	5′ 6″	4	*Nil*	*Nil*	*Nil*	4
Bhopal Itarsi* (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bhopal Ujjain (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bina-Goona-Baran (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jammu and Kashmir (Indian State section) (N. W.)	,,	5	*Nil*	*Nil*	*Nil*	5
Jind-Panipat (Indian State section) (N. W.)	,,	—2	*Nil*	*Nil*	*Nil*	—2
Khanpur-Chachran (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kolar Gold Fields (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ludhiana-Dhuri-Jakhal (N. W.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Nagda-Ujjain (B. B. & C. I.)	,,	2	*Nil*	*Nil*	*Nil*	2
Petlad-Cambay (Anand-Tarapur section) B. B. & C. I.).	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Petlad-Cambay (Tarapur-Cambay section) B. B. & C. I.	,,	—3	*Nil*	*Nil*	*Nil*	—3
Rajpura-Bhatinda (N. W.)	,,	49	*Nil*	3	*Nil*	52
Shoranur-Cochin (including Idappalli Erna-Kulam Extension (S. I.)	,,	3,66	*Nil*	55	—15	4,06
Sirhind Rupar (N. W.)‡	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Cooch Behar State (E. B.)	3′ 3¾″	6	*Nil*	*Nil*	*Nil*	6
Dhrangadra (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jamnagar (Jamnagar Dwarka)	,,	1,00	3	1	*Nil*	1,04
Kolhapur State (M. & S. M.)	,,	3	*Nil*	*Nil*	*Nil*	3
Okhamandal (Jamnagar Dwarka)	,,	*Nil*	1,82	*Nil*	*Nil*	1,82
Palanpur State (B. B. & C. I.)	,,	2	*Nil*	*Nil*	*Nil*	2
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	,,	29	*Nil*	1	—21	9
Sangli State (M. & S. M.)	,,	1	*Nil*	*Nil*	*Nil*	1
Piplod Devgad Baria (B. B. & C. I.)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Rajpipla State (B. B. & C. I.)†	,,	5	3	1	*Nil*	9
Total (*a*) ..	..	5,66	1,88	61	—36	7,79
(*b*) Lines under Construction—						
Hadmatia-Dhrol jodiya Extension (Jamnagar).	3′ 3¾″	41	*Nil*	1	*Nil*	42
Total (*b*) ..	..	41	*Nil*	1	*Nil*	42
Total (10) [(*a*) + (*b*)] ..	..	6,07	1,88	62	—36	8,21

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

† The Durbar has not yet intimated the capital outlay on the Jhagadia Netrang Ry.

‡ Includes expenditure incurred by the Patiala Durbar.

1938-39 of ***other than*** *State-owned Railways*--contd. (*In thousands of rupees*).

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					(*a*) OPEN LINES.
81,30	*Nil*	12,30	*Nil*	93,60	Bahawalnagar-Fort Abbas-Kut-Al-Imara (N. W.)
50,00	*Nil*	*Nil*	*Nil*	50,00	Bhopal Itarsi* (G. I. P.).
75,13	*Nil*	6,96	*Nil*	82,09	Bhopal-Ujjain (G. I. P.).
93,73	18	8,24	*Nil*	1,02,15	Bina-Goona-Baran (G. I. P.).
11,17	*Nil*	60	*Nil*	11,77	Jammu and Kashmir (Indian State section). (N. W.).
15,81	*Nil*	1,73	*Nil*	17,54	Jind-Panipat (Indian State section) (N. W.).
13,48	*Nil*	88	*Nil*	14,36	Khanpur-Chachran (N. W.).
11,84	*Nil*	64	*Nil*	12,48	Kolar Gold Fields (M. & S. M.)
47,48	*Nil*	2,29	*Nil*	49,77	Ludhiana-Dhuri-Jakhal (N. W.).
21,08	*Nil*	1,73	*Nil*	22,81	Nagda-Ujjain (B. B. & C. I.)
13,68	*Nil*	83	10	14,61	Petlad-Cambay (Ad. T'pur sec.) (B. B. & C. I.).
9,12	*Nil*	33	*Nil*	9,45	Petlad-Cambay (T'pur-Caby. sec.) (B. B. & C. I.).
78,34	*Nil*	2,76	*Nil*	81,10	Rajpura-Bhatinda (N. W.).
99,28	63	12,94	15	1,13,00	Shoranur-Cochin (S. I.).
29,53	*Nil*	2,08	*Nil*	31,61	Sirhind-Rupar (N. W.).‡
19,80	1,07	96	*Nil*	21,83	Cooch Behar State (B. B.).
14,39	4	67	*Nil*	15,10	Dhrangadra (B. B. & C. I.).
31,56	17,03	96	2,00	51,55	Jamnagar (Jamnagar Dwarka).
22,42	*Nil*	1,21	*Nil*	23,63	Kolhapur State (M. & S. M.).
25,19	14,09	2,23	1,00	42,51	Okhamandal (Jamnagar Dwarka).
5,82	*Nil*	15	*Nil*	5,97	Palanpur State (B. B. & C. I.).
60,96	5,78	7,60	*Nil*	74,34	Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).
1,96	*Nil*	10	*Nil*	2,06	Sangli State (M. & S. M.).
5,82	3,29	66	*Nil*	9,77	Piplod-Devgad Baria (B. B. & C. I.).
14,79	3,54	1,20	*Nil*	19,53	Rajpipla State† (B. B. & C. I.).
8,53,68	45,65	70,05	3,25	9,72,63	Total (*a*).
41	*Nil*	1	*Nil*	42	(*b*) Lines under Construction— Hadmatia-Dhrol-Jodiya Extension (Jamnagar)
41	*Nil*	1	*Nil*	42	Total (*b*).
8,54,09	45,65	70,06	3,25	9,73,05	TOTAL (10) [=(*a*) + (*b*)].

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINE						
OPEN LINES.						
Bangalore Chick Ballapur Light (Mysore)	2′ 6″	4	37	*Nil*	*Nil*	41
TOTAL (11)	..	4	37	*Nil*	*Nil*	41
12. LINES IN FOREIGN TERRITORY WORKED						
OPEN LINES.						
Peralam-Karaikkal (S. I.)	3′ 3⅜″	1	*Nil*	*Nil*	*Nil*	1
Pondicherry (S. I.)	,,	—2	*Nil*	*Nil*	*Nil*	—2
West of India Portuguese (M. & S. M.)	,,	‡2,54	..	..	..	2,54
TOTAL (12)	..	2,53	*Nil*	*Nil*	*Nil*	2,53
13. TOTAL (1) TO (12)	..	72,92	22,72	5,91	—5,43	96,12
14. Miscellaneous	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. Grand Total	..	72,92	22,72	5,91	—5,43	96,12

‡Represents total figure, the details not being available.

1938-39 of other than State-owned Railways—concld. *(In thousands of rupees).*

Total capital outlay to the end of the year.					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
					Open Lines.
8,51	6,36	1,76	*Nil*	16,63	Bangalore-Chick Ballapur Light (Mysore).
8,51	6,36	1,76	*Nil*	16,63	Total (11).
BY BRITISH INDIAN RAILWAY COMPANIES.					
					Open Lines.
6,13	*Nil*	1,14	*Nil*	7,27	Peralam Karaikkal (S. I.).
5,76	*Nil*	36	*Nil*	6,12	Pondicherry (S. I.).
‡2,30,48	..	..	..	2,30,48	West of India Portuguese (M. & S. M.)
2,42,37	*Nil*	1,50	*Nil*	2,43,87	Total (12).
68,62,93	17,48,76	5,39,40	96,65	92,47,74	13. Total (1) to (12).
8,23	*Nil*	64	*Nil*	8,87*	14. Miscellaneous.
68,71,16	17,48,76	5,40,04	96,65	92,56,61	**15. Grand Total.**

* Made up of outlay by Forest Department on the Alnavar-Dandeli Railways Rs. 8,87.

‡ Represents the total figure, details not being available.

3.—*Statement of Gross Revenue Receipts, Working Expenses and Net*

Class and Name of Railway.	Gross Revenue Receipts. For the system including worked lines.			Working For the		
	Earnings.	Suspense.	Gross Receipts Total (Cols. 2 and 3).	Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Reserve Fund.
1	2	3	4	5	6	7
STATE LINES WORKED BY THE STATE.						
East Indian	20,84,15	7,00	20,91,15	10,52,82	1,13,01	2,46,97
Eastern Bengal	6,07,77	—6	6,07,71	4,16,35	60,80	85,81
North Western	16,97,71	19	16,97,90	9,75,93	1,35,12	2,45,34
Great Indian Peninsula	13,47,76	3,57	13,51,33	7,16,52	1,04,12	1,91,25
TOTAL	57,37,39	10,70	57,48,09	31,61,62	4,13,05	7,69,37
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.						
Assam-Bengal	2,04,30	—1,80	2,02,50	1,25,47	23,72	40,44
Bengal-Nagpur	9,49,25	55	9,49,80	5,73,75	1,00,72	1,29,34
Bezwada Extension and Dhone Kurnool	14,28	..	14,28	6,66	—1	76
Bombay, Baroda and Central India	12,50,00	—99	12,49,01	6,13,50	65,33	1,23,65
Jodhpur-Hyderabad (British Section) (Jodhpur).	38,61	3,04	41,65	22,01	4,71	1,97
Lucknow-Bareilly (R. & K.)	74,56	17	74,73	32,39	5,29	4,31
Madras and Southern Mahratta (excluding Mysore State).	7,54,45	—59	7,53,86	3,93,52	42,07	89,79
South Indian (including Travancore)	5,46,74	2,38	5,49,12	3,02,32	43,34	76,51
Tirhoot (B. & N. W.)	3,80,77	—1,70	3,79,07	1,59,48	9,85	16,91
Railway Clearing Accounts	..	..	..	..	..	..
Controller, Railway Accounts	..	..	..	13	..	..
Contribution to Depreciation Reserve Fund (Miscellaneous.)	..	..	..	..	..	3,06
TOTAL	42,12,96	1,06	42,14,02	22,29,23	2,95,02	4,86,74
GRAND TOTAL	99,50,35	11,76	*99,62,11	53,90,85	7,08,07	12,56,11

* The total Railway Receipts for the year are:—

		Rs.
Gross Receipts as per Col. 4 above		99,62,11
Add—Miscellaneous Railway Receipts		1,33,45
Government share of surplus profits from the subsidized companies, etc.		15,61
	Total Receipts	1,01,11,17

Revenue Receipts of ***State-owned*** *Railways for the year 1938-39.* (*In thousands of rupees.*)

Expenses.					Net Revenue Receipts of State owned Railways. (Cols. 4—11—12).	Percentage of Ordinary Working Expenses on Earnings. $\left(\frac{(\text{Col. } 5)\times 100}{\text{Col. } 2.}\right)$	Class and Name of Railway.
Suspense.	Total. (Cols. 5 to 8).	Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols. 9—10).	Payment to Worked Lines.			
8	9	10	11	12	13	14	15
							State Lines worked by the State.
—1,99	14,10,81	1,13,01	12,97,80	7,62	7,85,73	50·52	East Indian.
—1,37	5,61,59	60,80	5,00,79	8,61	98,31	68·50	Eastern Bengal.
19	13,56,58	1,35,12	12,21,46	29,41	(*b*)4,47,03	57·49	North Western.
4,99	10,16,88	1,04,12	9,12,76	30,32	4,08,25	53·16	Great Indian Peninsula.
1,82	43,45,86	4,13,05	39,32,81	75,96	17,39,32	55·11	Total
							State Lines worked by Companies or by Indian States.
1,11	1,90,74	23,72	1,67,02	7,22	28,26	61·41	Assam-Bengal.
1,64	8,05,45	1,00,72	7,04,73	1,31	2,43,76	60·44	Bengal-Nagpur.
..	7,41	—1	7,42	..	6,86	46·59	Bezwada Extension and Dhone Kurnool.
3,56	8,06,04	65,33	7,40,71	25,94	4,82,36	49·08	Bombay, Baroda and Central India.
4	28,73	4,71	24,02	1,21	16,42	57·00	Jodhpur-Hyderabad (*British Section*) (Jodhpur).
24	42,23	5,29	36,94	19,20	18,59	43·44	Lucknow-Bareilly (R. & K.).
1,55	5,26,93	42,07	4,84,86	11,85	2,57,15	52·16	Madras and Southern Mahratta (excluding Mysore State).
1,11	4,23,28	43,34	3,79,94	7,46	1,61,72	55·30	South Indian (including Travancore).
—74	1,85,50	9,85	1,75,65	1,24,53	78,89	41·88	Tirhoot (B. & N. W.).
—4	—4	..	—4	..	4	..	Railway Clearing Accounts.
..	13	..	13	..	—13	..	Controller, Railway Accounts.
..	3,06	..	3,06	..	—3,06	..	Contribution to Depreciation Reserve Fund (Miscellaneous).
8,47	30,19,46	2,05,02	27,24,44	1,98,72	12,90,86	52·91	Total.
10,29	73,65,32	7,08,07	*66,57,25	2,74,68	30,30,18	54·18	Grand Total.

	Receipts.	Working expenses.	Payment to worked lines.	Net Receipts.
(*b*) N. W. Railway, Commercial	15,66,21	10,30,27	29,41	5,06,53
N. W. Railway, Military	1,31,69	1,91,19	..	—59,50
Total	16,97,90	12,21,46	29,41	4,47,03

* The total Expenditure on Railways for the year is :—

	Rs.
Working expenses as per column 11 above	66,57,25
Payment to Worked Lines	2,74,68
Add —Miscellaneous Railway Expenditure	63,18
Surplus profits paid to companies	49,15
Interest charges as per Statement I	29,29,59
Total Expenditure	99,73,85

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1938-39.

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			In thousands of rupees.				
		On share capital.	On Debentures and Debenture Stock.	Total.	Total Columns 2 and 5.	Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central. State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs
1. Aden	..	..	..	..	..	..	..	..	..
2. Eastern Bengal	126,227	..	..	..	126,227	16,88	1,75,92	..	1,92,80
3. East Indian (including South Bihar).	1,929,790	..	..	..	1,929,790	2,58,20	3,27,48	4	5,85,72
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	367,927	..	..	..	367,927	49,33	3,93,76	..	4,43,09
5. North Western (Military)	..	..	..	..	..	..	1,32,28	..	1,32,28
6. Great Indian Peninsula	986,544	..	..	..	986,544	1,32,31	2,82,30	..	4,14,61
7. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	7,77	..	7,77
8. Total	3,410,488	..	..	..	3,410,488	4,56,72	13,19,51	4	17,76,27
State Lines worked by Companies or by Indian States.									
9. Assam-Bengal	..	45,000	..	45,000	45,000	6,00	87,86	..	93,86
10. Bengal-Nagpur	..	105,000	84,500	189,500	189,500	25,27	2,97,17	..	3,22,44
11. Bezwada (including Dhone Kurnool).	..	..	..	..	..	..	1,83	..	1,83
12. Bombay, Baroda and Central India.	388,851	60,000	34,998	94,998	483,849	65,32	1,98,84	7,50	2,71,66
13. Jodhpur (British Section) (Jodhpur).	..	..	..	..	..	..	5,09	..	5,09
14. Lucknow-Bareilly (R. & K.)	..	..	(a)18,880	18,880	18,880	2,16	7,44	..	9,60
15. Madras and Southern Mahratta.	362,462	175,000	102,512	277,512	639,974	85,33	1,47,46	..	2,32,79
16. South Indian	148,053	35,000	92,730	127,730	275,783	36,77	1,34,53	..	1,71,30
17. Tirhoot (B. & N. W.)	..	..	80,326	80,326	80,326	10,71	27,71	..	38,42
18. Total	899,366	420,000	413,946	833,946	1,733,312	2,31,56	9,07,93	7,50	11,46,99
Miscellaneous Items.									
19. Miscellaneous items	..	..	..	..	..	(b) 94	5,55	..	6,49
Deduct :—									
20. Interest during construction charged to Capital of the Bengal Nagpur Railway.	..	..	..	..	..	..	12	..	12
21. Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	4	..	4
22. Total	..	..	..	..	..	94	5,39	..	6,33
23. ***Grand Total***	4,309,854	420,000	413,946	833,946	5,143,800	6,89,22	22,32,83	7,54	29,29,60

(a) Represents interest on the State share of joint debenture stock.

(b) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company worked Railways.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1937-38 and 1938-39.*

(In thousands of rupees.)

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *OTHER THAN* State-managed railways (Class I) included actual expenditure on 'Replacement and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur and N. S. railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to depreciation Reserve Fund' instead.

NOTE II.—"Credits for released materials" previously accounted for under "Earnings" are booked under Depreciation Reserve Fund from 1936-37.

NOTE III.—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of Is. 6*d.* to the rupee.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Remarks.
			*Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I.									
Assam-Bengal	3′ 3⅜″	*1937-38*	*(a)26,91,98*	***1,87,14*	*1,61,84*	*25,30*	*86·48*	*0·93*	(a) Excludes Rs. 75·70 lakhs representing interest during construction to end of June 1892 charged to Revenue in Government Accounts.
		1938-39	(a)26,25,14	**2,04,29	1,65,91	38,38	81·21	1·46	
Bengal and North-Western	3′ 3⅜″	*1937-38*	*22,30,76*	*3,84,24*	*1,83,34*	*2,00,90*	*47·71*	*9·01*	
		1938-39	22,56,46	3,80,77	1,91,35	1,89,42	50·25	8·39	
Bengal-Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1937-38*	*77,74,08*	*9,50,75*	*6,81,10*	*2,69,65*	*71·64*	*3·47*	
		1938-39	78,14,26	9,49,25	7,03,09	2,46,16	74·07	3·15	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1937-38*	*77,07,87*	*12,60,68*	*7,31,04*	*5,29,64*	*57·99*	*6·87*	
		1938-39	77,32,40	12,50,09	7,37,15	5,12,85	58·97	6·63	
Eastern Bengal	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1937-38*	*52,77,79*	*5,95,18*	*4,73,28*	*1,21,90*	*79·50*	*2·31*	
		1938-39	53,00,60	6,07,77	5,02,16	1,05,61	82·62	1·99	
East Indian	5′ 6″	*1937-38*	*1,48,54,41*	*21,15,03*	*12,72,01*	*8,43,02*	*60·14*	*5·68*	
		1938-39	1,48,77,51	20,84,14	12,99,79	7,84,35	62·40	5·27	
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1937-38*	*1,18,33,70*	*13,53,95*	*9,00,04*	*4,53,91*	*66·48*	*3·83*	
		1938-39	1,17,80,17	13,47,77	9,07,77	4,40,00	67·35	3·74	
Jodhpur	3′ 3⅜″	*1937-38*	*6,06,93*	*1,26,65*	*65,78*	*60,87*	*51·94*	*10·03*	
		1938-39	6,24,43	1,21,10	68,21	52,89	56·33	8·47	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3⅜″	*1937-38*	*(b)56,78,40*	‖*7,57,33*	‖*4,93,25*	‖*2,64,08*	‖*65·10*	‖*4·48*††	(b) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
		1938-39	(b)56,21,75	‖7,64,33	‖4,89,62	‖2,74,71	‖64·1	4·89	
Mysore State	3′ 3⅜″ 2′ 6″ and 2′ 0″	*1937-38*	§§	§§	§§	§§	§§	§§	
		1938-39	6,46,17	76,24	53,59	22,65	70·30	*3·50*	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

‖ Includes Harbour receipts and expenditure.

** Excludes 7 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway gross traffic.

§§ Included under Class II Railways.

†† For working out the percentage, the Capital outlay to end of March 1938 on Bangalore Harihar and Hindupur (Yesvantpur-Mysore Frontier) Railways, the working of which was transferred to Mysore State Railway with effect from 1st January 1938 has, however, been included.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$ *Revenue Earnings and Expenses for the years 1937-38 and 1938-39.* —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings, $\frac{\text{Col. 6} \times 100}{\text{Col. 5}}$	Percentage of net earnings on total capital at charge given in column 4, $\frac{\text{Col. 7} \times 100}{\text{Col. 4}}$	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I—*concld.*									
Nizam's State	5′ 6″	*1937-38*	*14,91,99*	*1,58,72*	*67,84*	*90,88*	*42·75*	*8·61*	
		1938-39	14,97,70	1,60,73	68,85	91,88	42·83	8·23	
	3′ 3⅜″	*1937-38*	**	*86,43*	*48,33*	*37,60*	*56·50*	**	
		1938-39	**	81,89	50,56	31,33	61·75	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1937-38*	*1,18,06,39*	*15,98,36*	*10,23,38*	*5,75,48*	*64·01*	*4·87*	
		1938-39	1,18,38,34	15,66,02	10,30,07	5,35,95	65·78	4·53	
North Western (Military)	5′ 6″, and 2′ 6″	*1937-38*	*33,93,29*	*1,44,36*	*1,97,21*	*—52,35*	*136·14*	*—1·54*	
		1938-39	34,01,14	1,31,69	1,91,20	—59,51	145·18	—1·75	
North Western (Total)	..	*1937-38*	*1,51,99,68*	*17,43,72*	*12,20,59*	*5,23,13*	*70·00*	*3·44*	
		1938-39	1,52,39,48	16,97,71	12,21,27	4,76,44	71·94	3·13	
Rohilkund and Kumaon	3′ 3⅜″	*1937-38*	*4,64,98*	*75,18*	*37,69*	*37,49*	*50·13*	*8·06*	
		1938-39	4,71,88	74,56	41,06	33,50	55·07	7·10	
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1937-38*	*48,07,36*	*5,59,85*	*3,75,38*	*1,84,47*	*67·05*	*3·84*	
		1938-39	48,37,12	5,46,75	3,78,84	1,67,91	69·29	3·47	
Total Class I Railways	..	*1937-38*	*8,05,19,93*	*1,03,54,85*	*67,12,01*	*36,42,84*	*64·82*	*4·52*	
		1938-39	8,13,25,07	1,03,47,30	68,79,22	34,68,08	66·48	4·26	
CLASS II.									
Barsi Light	2′ 6″	*1937-38*	*1,85,18*	*18,45*	*10,58*	*7,87*	*57·36*	*4·25*	
		1938-39	1,83,79	18,55	10,56	7,99	56·94	4·34	
Bengal Dooars	3′ 3⅜″	*1937-38*	*1,66,67*	*19,50*	*11,67*	*7,83*	*59·82*	*4·76*	
		1938-39	1,67,52	19,69	11,73	7,96	59·57	4·75	
Bhavnagar State	3′ 3⅜″	*1937-38*	*2,53,40*	*30,81*	*20,10*	*10,71*	*65·23*	*4·23*	
		1938-39	2,54,29	29,55	20,06	9,49	67·89	3·73	
Bikaner State	3′ 3⅜″	*1937-38*	*3,52,03*	*45,15*	*29,18*	*15,97*	*64·64*	*4·18*	
		1938-39	4,04,69	51,53	31,40	20,13	60·93	4·97	
Darjeeling Himalayan	2′ 0″	*1937-38*	*1,08,61*	*16,75*	*12,43*	*4,32*	*74·21*	*3·95*	
		1938-39	1,08,87	17,14	12,51	4,63	72·98	4·25	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

** No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.

5—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1937-38 and 1938-39* —contd.

(In thousands of rupees.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Percentage of working expenses to gross earnings. $\frac{\text{Col. 6} \times 100}{\text{Col. 5}}$	Percentage of net earnings on total capital at charge given in column 4. $\frac{\text{Col. 7} \times 100}{\text{Col. 4}}$	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class II—*concld.*									
Dibru-Sadiya	3′ 3⅜″	*1937-38*	‡‡*1,69,15*	*21,21*	*11,77*	*9,44*	*55·49*	*5·58*	
		1938-39	‡‡1,68,13	21,64	12,31	9,33	56·87	5·55	
Gaekwar's Baroda State	3′ 3⅜″	*1937-38*	*1,84,27*	*22,69*	*15,04*	*7,65*	*66·29*	*4·15*	
		1938-39	1,85,47	24,65	15,17	9,48	61·55	5·11	
	2′ 6″	*1937-38*	*3,16,91*	*23,01*	*16,24*	*6,77*	*70·56*	*2·14*	
		1938-39	3,16,15	23,84	16,63	7,21	69·75	2·28	
Gondal	3′ 3⅜″	*1937-38*	*1,63,98*	*28,89*	*11,95*	*16,94*	*41·36*	*10·33*	
		1938-39	1,68,41	26,55	15,75	10,80	59·32	6·41	
Jaipur State	3′ 3⅜″	*1937-38*	*92,81*	*13,31*	*7,97*	*5,34*	*59·86*	*5·76*	
		1938-39	96.71	15,47	8,21	7,26	53·07	7·51	
Jamnagar Dwarka	3′ 3⅜″	*1937-38*	*1,59,42*	*14,92*	*7,83*	*7,09*	*52·44*	*4·45*	
		1938-39	1,64,75	13,86	8,06	5,80	58·12	3·52	
Junagad State	3′ 3⅜″	*1937-38*	*1,64,26*	*19,25*	*9,83*	*9,42*	*51·06*	*5·73*	
		1938-39	1,64,08	19,65	13,06	6,59	66·48	4·01	
Morvi	3′ 3⅜″	*1937-38*	*1,12,90*	*19,24*	*9,80*	*9,44*	*50·96*	*8·36*	
		1938-39	1,13,51	18,86	10,84	8,02	57·46	7·07	
Mysore State	3′ 3⅜″	*1937-38*	*5,60,17*	*39,88*	*30,66*	*9,22*	*76·88*	††*2·56*	
		1938-39	§§	§§	§§	§§	§§	§§	
	2′ 6″	*1937-38*	*43,81*	*3,06*	*2,50*	*56*	*81·84*	*1·28*	
		1938-39	§§	§§	§§	§§	§§	§§	
	2′ 0″	*1937-38*	*9,83*	*38*	*31*	*7*	*80 18*	*0·77*	
		1938-39	§§	§§	§§	§§	§§	§§	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1937-38*	*52,77*	*10,62*	*4,85*	*5,77*	*45·69*	*10·93*	
		1938-39	51,30	9,34	4,71	4,63	50·45	9·01	
Total Class II Railways	..	*1937-38*	*31,35,22*	*3,47,12*	*2,12,71*	*1,34,41*	*61;28*	*4·29*	
		1938 39	25,47,67	3,10,32	1,91,00	1,19,32	61·55	4·68	
Class III.									
Ahmadpur Katwa	2′ 6″	*1937-38*	*20,72*	*99*	*97*	*2*	*97·55*	*0·12*	
		1938-39	20,75	1,06	1,02	4	95·88	0·21	

* † ‡ § For explanations see footnotes on opposite page.

‡‡ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of Stores, etc., for the purpose of arriving at the amount of Government Subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

†† For working out the percentage, the Capital outlay to end of March 1938 on Bangalore Harihar and Hindupur (Yesvantpur-Mysore Frontier) Railways, the working of which was taken over by the Mysore State Railway from 1st January 1938, has been excluded.

§§ Included under Class I Railways.

5.—*Statement of* $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}\dagger}$, *Revenue Earnings and Expenses for the years 1937-38 and 1938-39.*

—contd.

(In thousands of rupees.

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class III—*contd.*									
Arrah-Sasaram Light . .	2′ 6″	*1937-38*	*25,58*	*3,44*	*2,33*	*1,11*	*67·79*	*4·32*	
		1938-39	25,62	3,82	2,49	1,33	65·06	5·21	
Bankura Damoodar River .	2′ 6″	*1937-38*	*40,21*	*1,19*	*1,34*	*—15*	*112·95*	*—0·37*	
		1938-39	40,11	1,27	1,42	—15	112·42	—0·37	
Baraset-Basirhat Light .	2′ 6″	*1937-38*	*26,33*	*4,97*	*3,95*	*1,02*	*79·50*	*3·56*	
		1938-39	26,47	4,03	4,05	—2	100·52	—0·08	
Bengal Provincial . .	2′ 6″	*1937-38*	*15,08*	*1,06*	*98*	*8*	*92·08*	*0·55*	
		1938-39	15,07	1,05	97	8	92·46	0·52	
Bukhtiarpur-Bihar Light .	2′ 6″	*1937-38*	*15,53*	*2,41*	*2,02*	*39*	*83·87*	*2·50*	
		1938-39	15,59	2,49	1,93	56	77·45	3·61	
Burdwan-Katwa . .	2′ 6″	*1937-38*	*20,54*	*1,23*	*1,20*	*3*	*93·30*	*0·42*	
		1938-39	20,68	1,29	1,29	..	99·69	0·02	
Cutch State . .	2′ 6″	*1937-38*	*23,81*	*2,55*	*1,62*	*93*	*63·44*	*3·91*	
		1938-39	23,94	2,79	1,92	87	68·94	3·61	
Dehri-Rohtas Light . .	2′ 6″	*1937-38*	*12,63*	*1,74*	*1,20*	*54*	*68·81*	*4·30*	
		1938-39	12,75	2,43	1,56	87	64·23	6·82	
Dholpur State . . .	2′ 6″	*1937-38*	*17,50*	*1,80*	*1,13*	*67*	*62·68*	*3·85*	
		1938-39	17,51	1,67	95	72	57·01	4·09	
Futwah-Islampur . .	2′ 6″	*1937-38*	*19,62*	*1,12*	*1,09*	*3*	*97·32*	*0·15*	
		1938-39	19,67	1,21	96	25	79·52	1·26	
Gwalior Light . . .	2′ 0″	*1937-38*	*1,23,13*	*8,52*	*6,14*	*2,38*	*72·07*	*1·93*	
		1938-39	1,23,17	8,66	6,27	2,39	72·40	1·94	
Howrah Amta Light . .	2′ 0″	*1937-38*	*31,64*	*8,70*	*6,05*	*2,65*	*69·56*	*8·37*	
		1938-39	31,48	8,90	6,44	2,46	72·40	7·80	
Howrah-Sheakhala Light .	2′ 0″	*1937-38*	*8,55*	*1,89*	*1,59*	*30*	*83·96*	*3·55*	
		1938-39	8,55	1,89	1,59	30	84·08	3·49	
Jagadhri Light . . .	2′ 0″	*1937-38*	*1,13*	*15*	*14*	*1*	*90·83*	*1·25*	
		1938-39	1,13	16	15	1	95·72	0·59	

* In the case of State-owned railways. †In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—*Statement of* Capital at Charge* / Capital outlay† , *Revenue Earnings and Expenses for the years 1937-38 and 1938-39.*

—concld. (In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5—6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Jorhat	2′0″	*1937* (*a*)	*13,22*	*98*	*1,41*	*—43*	*144·53*	*—3·25*	
		1938 (*a*)	13,22	1,14	1,46	—32	128·32	—2·42	
Kalighat-Falta	2′6″	*1937-38*	*24,37*	*1,73*	*1,71*	*2*	*98·76*	*0·09*	
		1938-39	24,38	1,80	1,95	—15	108·20	—0·62	
Kulasekarapatnam Light	2′0″	*1937-38*	*4,91*	*63*	*65*	*—2*	*103·21*	*—0·41*	
		1938-39	4,91	52	68	—16	131·03	—3·27	
Matheran Light	2′0″	*1937-38*	*12,44*	*97*	*79*	*18*	*81·44*	*1·40*	
		1938-39	12,44	96	76	20	79·10	1 60	
Tezpore-Balipara Light	2′6″	*1937-38*	*4,87*	*1,63*	*1,14*	*49*	*69·71*	*10·12*	
		1938-39	4,87	1,59	1,19	40	74·85	8·23	
Trivellore Light	2′0″	*1937-38*	*1,18*	*1*	*3*	*—2*	*405·53*	*—1·73*	
		1938-39	1,18	1	2	—1	389·96	—1·37	
Udaipur-Chitorgarh	3′ 3⅜″	*1937-38*	*1,28,53*	*8,54*	*6,39*	*2,15*	*74·77*	*1·67*	
		1938-39	1,28,46	8,60	6,03	2,57	70·11	2·00	
Total Class III Railways	..	*1937-38*	*5,91,52*	*56,30*	*43,87*	*12,43*	*77·92*	*2·10*	
		1938-39	5,91,95	57,34	45,10	12,24	78·65	2·07	
Other items not included in the preceding heads (*b*).	..	*1937-38*	*3,21,53*	*—1,27*	*—6,04*	*477*	..	..	
		1938-39	3,17,52	..	3,17	—3,17	..	..	
Grand Total	..	*1937-38*	*3,45,68,20*	*1,07,57,00*	*69,62,55*	*37,94,45*	*64·73*	*4·49*	
		1938-39 (*c*)	8,47,82,21	1,07,14,96	71,18,49	35,96,47	66·44	4·24	

* † ‡ § — For explanations see footnotes on opposite page.

(*a*) Figures are in respect of Calendar year.

(*b*) The details for the last year are given in the Report for that year, and those for the current year are as follows (in thousands of rupees):—

	Capital at charge.
Coal Department	1,80,23
Controller of Railway Accounts' account current	1,37,29
Total	3,17,52

Gross Earnings.		Working Expenses.	
Nil.		+3,06	Contribution to Depreciation Reserve Fund (Miscellaneous).
1937-38.	1938-39.	+13	Miscellaneous Police charges.
(*c*) State owned 7,53,81,46	7,55,25,60		
Other than State owned .. 91,86,74	92,56,61	—2	Due to rounding off.
8,45,68,20	8,47,82,21	+3,17	

Note :—The figures of Gross Earnings, Working Expenses and Net Earnings for 1938-39 include the Jorhat Railway and Replacemen and renewal Expenditure on the Bengal and North-Western and Rohilkhund and Kumaon Railways (Company's shares) which items were omitted in previous years. If these items were to be included in the results for 1937-38 they would be as under :—

	In thousands.
Gross Earnings	1,07,58,26
Working Expenses	69,76,86
Net Earnings	37,81,40
Percentage of Working Expenses to Gross Earnings	64·85
Return on Capital at charge	4·47%

6.—*Details of Gross Earnings of each Railway System for the years 1937-38 and 1938-39.*

(In thousands of rupees).

Note.—" Credits for released materials " previously accounted for under " Earnings " in the case of class I Railways, are booked under " Depreciation Reserve Fund " from 1936-37.

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	3′ 3¼″	*1937-38*	*66,99*	*9,08*	*76,07*	*1,02,17*	*69*	*1,02,86*	*23*	*7,98*	*1,87,14*
		1938-39	72,90	9,16	81,16	1,16,55	55	1,17,10	22	5,81	2,04,29
Bengal and North-Western	3′ 3¼″	*1937-38*	*1,43,33*	*13,23*	**1,55,76*	*2,32,17*	*80*	**2,16,39*	*39*	*11,70*	*3,84,24*
		1938-39	1,48,78	13,02	*1,55,90	2,27,79	1,02	*2,12,02	38	11,57	3,80,77
Bengal-Nagpur	5′ 6″	*1937-38*	*1,54,86*	*32,07*	*1,86,93*	*7,16,00*	*2,14*	*7,18,14*	*33*	*12,41*	*9,17,81*
		1938-39	1,52,79	31,92	1,84,71	7,17,11	3,32	7,20,43	31	10,30	9,15,75
	2′ 6″	*1937-38*	*11,75*	*1,20*	*12,95*	*19,38*	*33*	*19,71*	*5*	*23*	*32,94*
		1938-39	11,88	1,20	13,08	19,64	50	20,14	4	24	33,50
Bombay, Baroda and Central India.	5′ 6″	*1937-38*	*2,20,01*	*53,44*	*2,73,45*	*4,38,34*	*—6,42*	*4,31,92*	*47*	*11,39*	*7,17,23*
		1938-39	2,20,07	52,21	2,72,28	4,35,60	—4,48	4,31,12	41	11,57	7,15,38
	3′ 3¼″	*1937-38*	*1,75,59*	*19,98*	*1,95,57*	*3,23,55*	*94*	*3,29,49*	*45*	*7,00*	*5,32,51*
		1938-39	1,78,75	18,60	1,97,35	3,16,62	67	3,17,29	44	8,01	5,23,09
	2′ 6″	*1937-38*	*4,79*	*30*	*5,09*	*5,60*	*1*	*5,61*	*2*	*22*	*10,94*
		1938-39	5,32	33	5,65	5,74	1	6,75	2	11	11,53
Eastern Bengal	5′ 6″	*1937-38*	*1,26,90*	*24,38*	*1,51,28*	*2,10,01*	*5,89*	*2,15,90*	*20*	*12,20*	*3,79,58*
		1938-39	1,29,30	24,83	1,54,13	2,16,70	6,31	2,23,01	20	13,69	3,91,03
	3′ 3¼″ and 2′ 6″	*1937-38*	*79,14*	*7,65*	*86,79*	*1,22,49*	*71*	*1,23,20*	*19*	*5,42*	*2,15,60*
		1938-39	76,78	7,59	84,37	1,26,58	88	1,27,46	19	4,72	2,16,74
East Indian	5′ 6	*1937-38*	*5,36,90*	*75,93*	*6,12,83*	*14,60,76*	*3,53*	*14,64,29*	*1,29*	*36,62*	*21,15,03*
		1938-39	5,41,79	72,61	6,14,40	14,18,67	4,33	14,23,00	1,32	45,42	20,84,14
Great Indian Peninsula	5′ 6″	*1937-38*	*3,32,07*	*1,02,17*	*4,34,24*	*8,33,29*	*9,32*	*8,93,11*	*1,01*	*17,44*	*13,45,80*
		1938-39	3,37,27	96,24	4,33,51	8,69,34	7,06	8,76,40	1,01	28,41	13,39,33
	2′ 6″	*1937-38*	*2,48*	*25*	*2,73*	*5,27*	*7*	*5,34*	*1*	*7*	*8,15*
		1938-39	2,76	24	3,02	5,30	3	5,33	1	8	‖ 8,44
Jodhpur	3′ 3¼″	*1937-38*	*43,47*	*5,73*	*49,20*	*72,55*	*30*	*72,85*	*19*	*4,41*	*1,26,65*
		1938-39	41,35	5,67	47,02	69,16	23	69,39	23	4,46	1,21,10
Madras and Southern Mahratta.	5′ 6″	*1937-38*	*1,31,83*	*28,98*	*1,60,81*	*2,76,65*	*1,20*	*2,77,85*	*15*	*10,16*	*4,48,97*
		1938-39	1,25,90	32,01	1,57,91	2,97,70	1,36	2,99,06	14	7,00	4,64,11
	3′ 3¼″	*1937-38*	*82,84*	*13,47*	*96,31*	*‡2,04,42*	*72*	*‡2,05,14*	*21*	*6,70*	*‡3,08,36*
		1938-39	73,66	10,93	84,59	‡2,10,23	67	‡2,10,90	20	4,53	‡3,00,22
Mysore State	3′ 3¼″	*1937-38*	‖	‖	‖	‖	‖	‖	‖	‖	‖
		1938-39	28,50	3,25	31,75	39,17	50	39,67	4	1,19	72,65
	2′ 6″ and 2′ 0″	*1937-38*	‖	‖	‖	‖	‖	‖	‖	‖	‖
		1938-39	2,05	8	2,13	1,43	1	1,44	..	2	3,59
Nizam's State	5′ 6″	*1937-38*	*32,86*	*9,79*	*42,65*	*1,12,81*	*60*	*1,13,41*	*39*	*2,27*	*1,58,72*
		1938-39	32,57	8,85	41,42	1,16,22	59	1,16,81	40	2,10	1,60,73
	3′ 3¼″	*1937-38*	*26,92*	*3,54*	*32,46*	*51,88*	*44*	*52,32*	*21*	*1,44*	*86,43*
		1938-39	28,98	3,20	32,18	47,73	31	48,04	20	1,47	81,89

* Excluding the Cawnpore-Burhwal (3′ 3¼″ gauge) link earnings, which, as to details, are included with the Bengal and North-Western Railway, and totals with the sundry earnings of the E. I. Railway.

‡ Includes Mormugao Harbour earnings.

‖ Included under Class II Railways.

6.—*Details of Gross Earnings of each Railway System for the years 1937-38 and 1938-39*—*contd.*

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
Class I—contd.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
North Western (Commercial)	5′ 6″	*1937-38*	§	§	§	*9,92,93*	*11,36*	*10,04,29*	*1,77*	*27,59*	*15,05,92*
		1938-39	§	§	§	9,88,19	10,38	9,98,57	1,77	35,15	15,37,56
	2′ 6″	*1937-38*	§	§	§	*16,92*	*57*	*17,49*	*4*	*6*	*32,94*
		1938-39	§	§	§	15,29	63	15,92	3	—52	28,46
North Western (Military)	5′ 6″	*1937-38*	§	§	§	*84,56*	*67*	*85,23*	*17*	*2,49*	*1,38,46*
		1938-39	§	§	§	76,39	70	77,09	16	2,55	1,26,62
	2′ 6″	*1937-38*	§	§	§	*3,91*	*8*	*3,99*	*2*	*21*	*6,40*
		1938-39	§	§	§	2,91	5	2,96	2	18	5,07
North Western (Total)	5′ 6″ & 2′ 6″	*1937-38*	*4,90,91*	*1,60,46*	*6,00,07*	*10,93,32*	*12,03*	*11,11,00*	*2,00*	*30,65*	*17,43,73*
		1938-39	4,69,00	93,03	5,03,83	10,82,78	11,76	10,94,54	1,98	37,36	16,97,71
Rohilkund and Kumaon	3′ 3¼″	*1937-38*	*24,90*	*3,24*	*28,14*	*42,39*	*23*	*42,62*	*5*	*4,37*	*75,18*
		1938-39	25,14	3,49	28,63	42,42	24	42,66	6	3,21	74,56
South Indian	5′ 6″	*1937-38*	*60,65*	*14,03*	*74,68*	*1,17,37*	*91*	*1,18,28*	*9*	*1,78*	*1,94,83*
		1938-39	57,44	11,30	68,74	1,20,99	78	1,21,77	9	3,61	1,94,21
	3′ 3¼″	*1937-38*	*1,65,73*	*14,60*	*1,80,33*	*1,68,90*	*2,30*	*1,71,20*	*26*	*10,32*	*3,62,11*
		1938-39	1,57,91	14,53	1,72,44	1,64,17	1,08	1,65,85	25	11,60	3,50,14
	2′ 6″	*1937-38*	*1,58*	*6*	*1,64*	*1,25*	*1*	*1,26*	*Nil*	*1*	*2,91*
		1938-39	1,29	6	1,35	1,03	1	1,04	Nil	1	2,40
Total Class I Railways	..	*1937-38*	*29,32,20*	*5,33,58*	*34,59,98*	*66,70,57*	*37,90*	*66,91,89*	*8,19*	*1,94,79*	*,03,54,95*
		1938-39	29,22,20	5,15,25	34,31,55	66,03,67	38,34	66,01,12	8,14	2,10,49	1,03,47,30
Class II.											
Barsi Light	2′ 0″	*1937-38*	*7,05*	*79*	*8,74*	*9,20*	*10*	*9,30*	*3*	*38*	*18,45*
		1938-39	8,04	84	8,88	9,16	10	9,26	4	37	18,55
Bengal Dooars	3′ 3¼″	*1937-38*	*3,45*	*75*	*4,20*	*14,99*	*4*	*15,03*	*2*	*25*	*19,50*
		1938-39	3,26	75	4,01	15,35	3	15,38	2	28	19,69
Bhavnagar State	3′ 3¼″	*1937-38*	*14,63*	*1,27*	*15,90*	*13,79*	*8*	*13,87*	*26*	*78*	*30,81*
		1938-39	14,31	1,38	15,69	13,11	9	13,20	23	43	29,55
Bikaner State	3′ 3¼″	*1937-38*	*19,56*	*2,52*	*22,08*	*22,13*	*9*	*22,22*	*16*	*69*	*45,15*
		1938-39	18,02	1,80	19,82	30,04	8	30,72	17	82	51,53
Darjeeling-Himalayan	2′ 0″	*1937-38*	*2,96*	*1,88*	*4,84*	*11,60*	*4*	*11,64*	*2*	*25*	*16,75*
		1938-39	2,87	2,03	4,90	11,87	4	11,91	2	31	17,14
Dibru-Sadiya	3′ 3¼″	*1937-38*	*3,30*	*57*	*3,87*	*16,72*	*2*	*16,74*	*1*	*59*	*21,21*
		1938-39	3,35	61	3,96	16,81	1	16,82	2	84	21,64
Gaekwar's Baroda State	3′ 3¼″	*1937-38*	*13,04*	*85*	*13,89*	*8,13*	*12*	*8,25*	*4*	*51*	*22,69*
		1938-39	13,81	88	14,69	9,15	—4	9,11	5	80	24,65
	2′ 6″	*1937-38*	*10,00*	*55*	*10,55*	*11,12*	*6*	*11,18*	*11*	*1,17*	*23,01*
		1938-39	9,77	59	10,36	12,43	4	12,47	10	91	23,84
Gondal	3′ 3¼″	*1937-38*	*11,38*	*1,22*	*12,60*	*13,68*	*5*	*13,73*	*17*	*2,39*	*28,39*
		1938-39	11,09	1,17	12,26	12,92	4	12,96	14	1,19	26,55

§ Figures not required.

6.—*Details of Gross Earnings of each Railway System for the years 1937-38 and 1938-39*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings	Total goods earnings	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Jaipur State	3′ 3⅜″	*1937-38*	*7,19*	*60*	*7,69*	*5,43*	*3*	*5,46*	*3*	*13*	*13,31*
		1938-39	6,95	80	7,75	7,53	4	7,57	3	12	15,47
Jamnagar Dwarka	3′ 3⅜″	*1937-38*	*7,09*	*43*	*7,52*	*6,57*	*2*	*6,59*	*4*	*77*	*14,92*
		1938-39	5,82	44	6,26	6,78	2	6,80	3	77	13,86
Junagad State	3′ 3⅜″	*1937-38*	*8,68*	*60*	*9,28*	*9,37*	*4*	*9,41*	*7*	*49*	*19,25*
		1938-39	9,02	65	9,67	9,46	3	9,49	7	42	19,65
Morvi	3′ 3⅜″	*1937-38*	*9,02*	*1,28*	*10,30*	*8,53*	*3*	*8,56*	*10*	*28*	*19,24*
		1938-39	8,48	1,24	9,72	8,73	2	8,75	11	28	18,86
	3′ 3⅜″	*1937-38*	*18,59*	*1,58*	†20,17	*18,60*	*24*	†18,84	*2*	*85*	†39,88
		1938-39	§	§	§	§	§	§	§	§	§
Mysore State	2′ 6″	*1937-38*	*1,97*	*7*	*2,04*	*99*	*1*	*1,00*	..	*2*	*3,06*
		1938-39	§	§	§	§		§	§		§
	2′ 0″	*1937-38*	*8*	*1*	*9*	*29*	*Nil*	*29*	..	..	*38*
		1938-39		§	§	§	§	§	..	..	§
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1937-38*	*4,87*	*15*	*5,02*	*5,59*	*—12*	*5,47*	*Nil*	*13*	*10,62*
		1938-39	4,77	14	4,91	4,16	5	4,21	Nil	22	9,34
Total Class II Railways	..	*1937-38*	*1,13,76*	*15,02*	*1,58,78*	*1,76,73*	*85*	*1,77,58*	*1,03*	*9,68*	*3,47,12*
		1938-39	1,19,56	13,32	1,32,88	1,63,10	55	1,63,65	1,03	7,76	3,10,32
CLASS III.											
Ahmadpur-Katwa	2′ 6″	*1937-38*	*72*	*2*	*74*	*24*	*Nil*	*24*	*Nil*	*1*	*99*
		1938-39	77	3	80	25	Nil	25	Nil	1	1,06
Arrah-Sasaram	2′ 6″	*1937-38*	*2,28*	*6*	*2,34*	*1,08*	*Nil*	*1,08*	*Nil*	*2*	*3,44*
		1938-39	2,39	5	2,44	1,34	1	1,35	Nil	3	3,82
Bankura Damoodar River	2′ 6″	*1937-38*	*71*	*2*	*73*	*44*	*Nil*	*44*	..	*2*	*1,19*
		1938-39	65	3	68	57	Nil	57	*Nil*	2	1,27
Baraset-Basirhat Light	2′ 6″	*1937-38*	*3,79*	*13*	*3,92*	*1,02*	*Nil*	*1,02*	..	*3*	*4,97*
		1938-39	2,99	16	3,15	85	Nil	85	..	3	4,03
Bengal Provincial	2′ 6″	*1937-38*	*60*	*3*	*63*	*27*	*Nil*	*27*	..	*16*	*1,06*
		1938-39	63	4	67	23	Nil	23	..	15	1,05
Bukhtiarpur Bihar Light	2′ 6″	*1937-38*	*1,42*	*9*	*1,51*	*87*	*1*	*88*	*Nil*	*2*	*2,41*
		1938-39	1,50	5	1,55	88	3	91	Nil	3	2,49
Burdwan Katwa	2′ 6″	*1937-38*	*91*	*6*	*99*	*25*	*Nil*	*25*	..	*4*	*1,28*
		1938-39	90	4	94	30	Nil	30	*Nil*	5	1,29
Cutch State	2′ 6″	*1937-38*	*1,29*	*35*	*1,64*	*67*	*14*	*81*	..	*10*	*2,55*
		1938-39	1,30	41	1,71	83	15	98	..	10	2,79

† Includes Shimoga Anandapuram Section Bus collections.

§ Included under Class I Railways.

6.—*Details of Gross Earnings of each Railway System for the years 1937-38 and 1938-39*—concld.

[In thousands of rupees]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS III—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Debri-Rohtas Light	2′ 6″	*1937-38*	*23*	*1*	*24*	*1,46*	*2*	*1,48*	*1*	*1*	*1,74*
		1938-39	28	1	29	2,08	2	2,10	1	3	2,43
Dholpur State	2′ 6″	*1937-38*	*57*	*2*	*59*	*1,18*	*Nil*	*1,18*	*1*	*2*	*1,80*
		1938-39	57	2	59	1,05	Nil	1,05	1	2	1,67
Futwah-Islampur	2′ 6″	*1937-38*	*81*	*1*	*82*	*27*	*2*	*29*	*Nil*	*1*	*1,12*
		1938-39	90	2	92	24	3	27	Nil	2	1,21
Gwalior Light	2′ 0″	*1937-38*	*3,23*	*27*	*3,50*	*4,61*	*16*	*4,77*	*8*	*17*	*8,52*
		1938-39	3,11	26	3,37	4,90	16	5,06	9	14	8,66
Howrah-Amta Light	2′ 0″	*1937-38*	*6,67*	*29*	*6,96*	*1,70*	*Nil*	*1,70*	*1*	*3*	*8,70*
		1938-39	6,64	34	6,98	1,89	Nil	1,89	..	3	8,90
Howrah-Shoakhala Light	2′ 0″	*1937-38*	*1,17*	*44*	*1,61*	*28*	*Nil*	*28*	*Nil*	*Nil*	*1,89*
		1938-39	1,19	41	1,60	28	Nil	28	Nil	1	1,89
Jagadhri Light	2′ 0″	*1937-38*	*6*	..	*6*	*8*	*Nil*	*8*	*Nil*	*1*	*15*
		1938-39	6	1	7	8	Nil	8	Nil	1	16
Jorhat ††	2′ 0″	*1937-38*	†	†	†	†	†	†	†	†	*98*
		1938-39	†	†	†	†	†	†	†	†	1,14
Kalighat-Falta	2′ 6″	*1937-38*	*1,23*	*2*	*1,25*	*42*	*Nil*	*42*	..	*6*	*1,73*
		1938-39	1,28	2	1,30	44	Nil	44	*Nil*	6	1,80
Kulasekarapatnam Light	2′ 0″	*1937-38*	*42*	..	*42*	*21*	*Nil*	*21*	..	..	*63*
		1938-39	37	..	37	14	Nil	14	*Nil*	1	52
Matheran Light	2′ 0″	*1937-38*	*62*	*11*	*73*	*12*	*Nil*	*12*	..	*12*	*97*
		1938-39	63	11	74	11	Nil	11	*Nil*	11	96
Tezpore-Balipara Light	2′ 6″	*1937-38*	*48*	*12*	*60*	*89*	*Nil*	*89*	*1*	*13*	*1,63*
		1938-39	42	12	54	89	Nil	89	1	15	1,59
Trivellore Light	2′ 0″	*1937-38*	*1*	†	*1*	†	†	†	†	†	*1*
		1938-39	1	†	1	†	†	†	†	†	1
Udaipur Chitorgarh	3′ 3½″	*1937-38*	*5,21*	*49*	*5,70*	*2,68*	*4*	*2,72*	*4*	*8*	*8,54*
		1938-39	5,06	52	5,58	2,84	3	2,87	3	12	8,60
Total Class III Railways	..	*1937-38*	*32,46*	*2,53*	*34,99*	*18,74*	*39*	*19,13*	*16*	*1,01*	*56,30*
		1938-39	31,65	2,65	34,30	20,19	43	20,62	15	1,13	57,24
Other items not included in the preceding heads.§	..	*1937-38*	..	..	..	..	..	..	..	..	*—1,27*
		1938-39	..	..	..	..	..	..	..	..	..
GRAND TOTAL	..	*1937-38*	*31,08,42*	*5,51,13*	*36,53,75*	*68,66,01*	*39,14*	*68,88,60*	*9,43*	*2,05,51*	*1,07,57,00*
		1938-39	30,73,41	5,31,22	35,98,73	68,56,96	39,32	68,80,39	9,32	2,25,38	1,07,14,96

† Information not furnished.

§ For details see foot-note in statement No. 5 for the year concerned.

†† This Railway has become the property of the Central Government under the Government of India Act 1935, with effect from 1-4-37.

NOTE.—The figures of Gross Earnings for 1938-39 include those of the Jorhat Railway and certain other adjustments which were omitted in previous years. If these were included, the Gross Earnings for 1937-38 would be 1,07,58,26.

7.—Details of Working Expenses of each Railway

NOTE—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway systems)

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3′ 3⅜″	*1937-38*	*30,41*	*16·25*	*31,46*	*16·81*	*11,95*	*6·38*	..	..
		1938-39	27,52	13·47	35,34	17·30	11,78	5·77	6,31	3·09
Bengal and North-Western	3′ 3⅜″	*1937-38*	*30,63*	*7·97*	*45,83*	*11·93*	*13,03*	*3·39*	..	..
		1938-39	27,33	7·18	49,68	13·05	13,08	3·44	7,33	1·92
Bengal-Nagpur	5′ 6″	*1937-38*	*79,49*	*8·66*	*1,52,53*	*16·62*	*71,10*	*7·75*	..	..
		1938-39	75,71	8·27	1,63,20	17·82	72,28	7·89	25,19	2·75
	2′ 6″	*1937-38*	*9,60*	*29·15*	*13,29*	*40·33*	*5,00*	*15·17*	..	..
		1938-39	9,10	27·17	14,47	43·21	5,36	15·99	93	2·78
Bombay, Baroda and Central India.	5′ 6″	*1937-38*	*46,39*	*6·47*	*96,02*	*13·39*	*40,30*	*5·62*	*33,10*	*4·61*
		1938-39	43,39	6·07	99,85	13·96	36,91	5·16	41,11	5·75
	3′ 3⅜″	*1937-38*	*31,13*	*5·84*	*95,75*	*17·98*	*29,86*	*5·61*	*9,45*	*1·77*
		1938-39	31,01	5·93	98,27	18·79	31,06	5·94	13,32	2·55
	2′ 6″	*1937-38*	*1,54*	*14·09*	*3,07*	*28·10*	*1,00*	*9·13*	*8*	*0·76*
		1938-39	1,50	13·00	3,17	27·51	84	7·28	12	1·05
Eastern Bengal	5′ 6″	*1937-38*	*51,00*	*13·40*	*73,04*	*19·20*	*23,62*	*7·54*	..	..
		1938-39	51,60	13·20	74,89	19·20	26,11	6·68	14,09	3·60
	3′ 3⅜″	*1937-38*	*18,95*	*8·84*	*31,34*	*14·60*	*16,66*	*7·77*	..	..
		1938-39	26,11	12·10	34,66	16·10	15,90	7·38	6,99	3·24
	2′ 6″	*1937-38*	*20*	*15·60*	*56*	*44·40*	*9*	*6·70*	..	..
		1938-39	21	15·70	48	36·40	8	6·43	2	1·75
East Indian	5′ 6″	*1937-38*	*1,53,37*	*7·25*	*3,19,97*	*15·13*	*1,33,33*	*6·30*	..	..
		1938-39	1,43,86	6·90	3,31,94	15·93	1,26,79	6·08	58,38	2·80
Great Indian Peninsula	5′ 6″	*1937-38*	*90,00*	*6·69*	*2,13,62*	*15·87*	*81,90*	*6·09*	*73,18*	*5·44*
		1938-39	92,68	6·92	2,12,49	15·87	75,77	5·66	1,16,06	8·66
	2′ 6″	*1937-38*	*1,17*	*14·30*	*1,71*	*21·00*	*66*	*8·05*	..	..
		1938-39	1,13	13·36	1,87	22·15	53	6·28	2	0·24
Jodhpur	3′ 3⅜″	*1937-38*	*10,29*	*8·12*	*18,08*	*14·27*	*5,39*	*4·26*	..	..
		1938-39	10,36	8·55	19,27	15·92	6,36	5·25	3,04	2·51

System for the years 1937-38 and 1938-39. (In thousands of rupees.)

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		§*Appropriation to Depreciation Reserve fund.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22	23	24
												CLASS I.
4,98	*2·66*	*22,12*	*11·82*	*12,41*	*6·63*	*8,73*	*4·67*	*39,78*	*21·26*	*1,61,84*	*86·43*	Assam-Bengal.
4,00	1·96	20,06	9·82	10,94	5·35	9,51	4·65	40,45	19·80	1,65,91	81·21	
7,28	*1·89*	*35,32*	*9·19*	*16,16*	*4·20*	*7,67*	*2·00*	§*27,42*	*7·14*	*1,83,34*	*47·71*	Bengal and North Western.
7,51	1·97	33,33	8·75	13,15	3·45	8,07	2·12	§31,87	8·37	1,91,35	50·25	
7,22	*6·79*	*1,03,39*	*11·26*	*50,01*	*5·45*	*48,29*	*5·26*	*1,20,33*	*13·11*	*6,32,36*	*68·90*	Bengal-Nagpur.
6,62	0·72	1,02,67	11·21	39,50	4·31	47,67	5·21	1,20,11	13·12	6,52,95	71·30	
..	..	*6,65*	*20·20*	*3,26*	*9·90*	*1,55*	*4·70*	*9,39*	*28·51*	*48,74*	*147·96*	
..	..	6,62	19·75	2,85	8·49	1,58	4·71	9,23	27·57	50,14	149·67	
..	..	*71,80*	*10·01*	*28,92*	*4·03*	*28,32*	*3·95*	*84,64*	*11·80*	*4,29,49*	*59·88*	Bombay, Baroda and Central India.
..	..	66,11	9·24	25,90	3·62	28,23	3·95	84,59	11·82	4,26,09	59·56	
..	..	*46,39*	*8·71*	*23,90*	*4·49*	*18,99*	*3·57*	*37,74*	*7·09*	*2,93,21*	*55·06*	
..	..	47,61	9·10	21,14	4·04	21,82	4·17	38,47	7·35	3,02,70	57·87	
..	..	*1,37*	*12·53*	*53*	*4·79*	*17*	*1·57*	*58*	*5·32*	*8,34*	*76·29*	
..	..	1,42	12·38	58	5·05	14	1·25	59	5·07	8,36	72·58	
..	..	*62,87*	*16·60*	*25,08*	*6·61*	*23,94*	*6·31*	*56,88*	*15·00*	*3,21,43*	*84·70*	Eastern Bengal.
..	..	63,61	16·30	21,27	5·44	24,31	6·22	56,83	14·50	3,32,71	85·10	
4,35	*2·03*	*28,10*	*13·10*	*12,49*	*5·83*	*9,37*	*4·61*	*28,80*	*13·40*	*1,50,56*	*70·20*	
5,01	2·34	29,85	13·90	11,14	5·17	9,67	4·49	28,86	13·40	1,68,22	78·10	
..	..	*20*	*15·50*	*7*	*5·93*	*5*	*3·88*	*12*	*9·30*	*1,29*	*101·30*	
..	..	20	14·80	7	5·32	5	3·87	12	8·96	1,23	93·20	
2,09	*0·10*	*2,40,31*	*11·36*	*84,47*	*4·00*	*92,30*	*4·36*	*2,46,17*	*11·64*	*12,72,01*	*60·14*	East Indian.
1,79	0·09	2,27,38	10·91	73,87	3·54	88,81	4·26	2,46,97	11·85	12,99,79	62·40	
..	..	*1,31,16*	*9·75*	*61,25*	*4·55*	*53,70*	*3·99*	*1,00,96*	*14·19*	*8,95,77*	*66·57*	Great Indian Peninsula.
..	..	1,15,42	8·62	43,48	3·25	56,32	4·20	1,91,26	14·28	9,03,48	67·46	
..	..	*62*	*7·55*	*4*	*0·49*	*7*	*0·94*	..	..	*4,27*	*52·33*	
..	..	66	7·72	..	..	8	0·94	..	..	4,29	50·69	
..	..	*10,95*	*8·65*	*6,18*	*4·88*	*6,99*	*5·52*	§*7,90*	*6·24*	*65,78*	*51·94*	Jodhpur.
..	..	9,61	7·94	4,53	3·74	6,50	5·37	§8,54	7·05	68,21	56·33	

§ Includes replacements and renewals expenditure for other than State-owned portions as under :—

	1937-38	*1938-39*
B. & N. W. Railway (coy.'s portion)	Rs. 10,74 ..	Rs. 14,96
Jodhpur Railway (Durbar lines)	Rs. 5,97 ..	Rs. 6,57

7.—*Details of Working Expenses of each Railway*

NOTE—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
Madras and Southern Mahratta.	5′ 6″	*1937-38* .	*27,73*	*6·18*	*91,49*	*20·40*	*23,15*	*5·15*	..	..
		1938-39 .	27,49	5·92	92,14	19·90	22,32	4·81	11,94	2·57
	3′ 3¾″	*1937-38* .	*27,79*	*9·01*	*68,55*	*22·20*	*12,53*	*4·07*	..	..
		1938-39 .	24,62	8·20	63,45	21·10	11,00	3·66	7,95	2·65
Mysore State	3′ 3¾″	*1937-38* .	*	*	*	*	*	*	*	*
		1938-39 .	6,65	0·16	16,93	23·30	2,58	3·55	..	..
	2′ 6″	*1937-38* .	*	*	*	*	*	*	*	*
		1938-39 .	29	9·04	75	23·10	12	3·57	..	..
	2′ 0″	*1937-38* .	*	*	*	*	*	*	*	*
		1938-39 .	3	8·72	7	21·93	1	3·58	..	..
Nizam's State	5′ 6″	*1937-38* .	*10,49*	*6·61*	*17,38*	*10·95*	*5,35*	*3·37*	..	..
		1938-39 .	10,78	6·70	16,98	10·57	5,46	3·40	..	..
	3′ 3¾″	*1937-38* .	*8,45*	*9·73*	*11,88*	*13·75*	*3,61*	*4·17*	..	..
		1938-39 .	8,41	10·28	12,66	15·46	4,17	5·09	..	..
North Western (Commercial).	5′ 6″	*1937-38* .	*1,07,70*	*6·88*	*3,04,80*	*19·46*	*1,01,72*	*6·50*	..	..
		1938-39 .	1,06,09	6·90	3,07,06	19·97	92,14	5·99	44,83	2·92
	2′ 6″	*1937-38* .	*5,81*	*17·65*	*12,63*	*38·35*	*4,00*	*12·14*	..	..
		1938-39 .	5,51	19·38	11,46	40·27	3,66	12·88	1,30	4·55
North Western (Military)	5′ 6″	*1937-38* .	*25,54*	*18·45*	*53,44*	*38·59*	*11,74*	*8·48*	..	..
		1938-39 .	22,21	17·54	49,92	39·42	10,52	8·30	5,81	4·59
	2′ 0″	*1937-38* .	*3,71*	*57·89*	*4,17*	*65·22*	*71*	*11·10*	..	..
		1938-39 .	3,89	76·68	3,88	76·62	65	12·83	53	10·52
North Western (Total)	..	*1937-38* .	*1,42,76*	*8·19*	*3,75,04*	*21·51*	*1,18,17*	*6·78*	..	..
		1938-39 .	1,37,70	8·11	3,72,32	21·93	1,06,97	6·30	52,47	3·09
Rohilkund and Kumaon	3′ 3¾″	*1937-38* .	*5,93*	*7·89*	*11,52*	*15·32*	*2,59*	*3·44*	..	..
		1938-39 .	5,99	8·04	13,19	17·68	2,77	3·71	66	0·88
South Indian	5′ 6″	*1937-38* .	†	†	†	†	†	†	..	..
		1938-39 .	‡	†	†	†	†	†	..	..
	3′ 3¾″	*1937-38* .	*‡41,55*	*‡7·42*	*‡1,20,11*	*‡21·46*	*‡20,65*	*‡3·69*	*4,40*	*0·79*
		1938-39	‡40,10	‡7·33	‡1,22,15	‡22·34	‡17,55	‡3·21	19,00	3·48
	2′ 6″	*1937-38* .	†	†	†	†	†	†	..	..
		1938-39 .	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	*1937-38* .	*8,18,87*	*7·91*	*17,92,24*	*17·31*	*6,24,94*	*6·03*	*¶1,20,21*	*¶1·16*
		1938-39 .	8,03,57	7·76	18,50,22	17·88	5,05,80	5·76	¶3,84,93	¶3·72

† Included with 3′ 3¾″ gauge.
‡ Includes 5′ 6″ and 2′ 6″ Gauges.
* Included under Class II Railways.

¶ The higher figures for 1938-39 are due to the introduction of a seperate abstract (Abstract H) with effect from 1st April 1938 for recording all expenses of the Electrical Department which were formerly booked under the various other Abstracts.

System for the years 1937-38 and 1938-39. (*In thousands of rupees.*)—contd.

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur systems) include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		§*Appropriation to Depreciation Reserve Fund.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22	23	24
..	..	*38,20*	*8·51*	*23,50*	*5·23*	*22,05*	*4·91*	*55,70*	*12·40*	*2,81,82*	*62·80*	Class I—*concld.*
..	..	38,86	8·37	18,79	4·05	22,88	4·93	55,88	12·00	2,90,30	62·60	Madras and Southern Mahratta.
5,11	*1·66*	*32,75*	*10·60*	*18,23*	*5·91*	*13,33*	*4·32*	*33,14*	*10·80*	¶*2,11,43*	*68·60*	
6,30	2·10	26,80	8·93	13,00	4·33	12,29	4·09	33,91	11·30	¶1,99,32	66·40	
*	*	*	*	*	*	*	*	*	*	*	*	Mysore State.
..	..	8,63	11·87	4,03	5·55	2,36	3·25	10,06	13·85	51,24	70·53	
*	*	*	*	*	*	*	*	*	*	*	*	
..	..	37	11·53	18	5·51	10	3·01	33	10·26	2,14	66·02	
*	*	*	*	*	*	*	*	*	*	*	*	
..	..	4	10·55	2	5·16	1	2·31	3	8·88	21	61·13	
..	..	*11,15*	*7·02*	*8,12*	*5·12*	*3,93*	*2·48*	§*11,42*	*7·20*	*67,84*	*42·75*	Nizam's State.
..	..	11,12	6·92	8,58	5·33	4,40	2·74	§11,53	7·17	68,85	42·83	
..	..	*8,30*	*9·60*	*6,99*	*8·09*	*2,92*	*3·38*	§*6,68*	*7·73*	*48,83*	*56·50*	
..	..	8,42	10·28	7,32	8·94	3,26	3·98	§6,32	7·72	50,56	61·75	
..	..	*1,53,01*	*9·77*	*76,32*	*4·87*	*59,86*	*3·82*	*1,77,08*	*11·31*	*9,80,49*	*62·61*	North Western (Commercial).
..	..	1,40,36	9·13	61,27	3·98	59,32	3·86	1,80,46	11·74	9,91,53	64·49	
..	..	*5,56*	*16·89*	*1,59*	*4·82*	*1,97*	*5·96*	*11,33*	*34·40*	*42,89*	*130·21*	
..	..	5,19	18·24	1,05	3·70	2,05	7·20	8,32	29·25	38,54	135·47	
..	..	*19,47*	*14·05*	*11,73*	*8·47*	*7,04*	*5·08*	*52,03*	*37·58*	*1,80,99*	*130·71*	North Western (Military).
..	..	18,34	14·48	9,04	7·14	7,26	5·74	49,32	38·95	1,72,42	136·16	
..	..	*1,89*	*29·59*	*97*	*15·12*	*47*	*7·30*	*4,30*	*67·12*	*16,22*	*253·34*	
..	..	1,61	31·83	55	10·81	43	8·40	7,24	142·84	18,78	370·53	
..	..	*1,79,93*	*10·32*	*90,61*	*5·20*	*69,34*	*3·97*	*2,44,74*	*14·03*	*12,20,59*	*70·00*	North Western (Total).
..	..	1,65,50	9·75	71,91	4·24	69,06	4·07	2,45,34	14·45	12,21,27	71·94	
..	..	*4,90*	*6·51*	*4,63*	*6·23*	*1,66*	*2·21*	§*6,41*	*8·53*	*37,69*	*50·13*	Rohilkhund and Kumaon.
..	..	4,16	5·59	3,83	5·14	1,79	2·40	§ 8,67	11·63	41,06	55·07	
†	†	†	†	†	†	†	†	†	†	*1,11,69*	*57·33*	South Indian.
†	†	†	†	†	†	†	†	†	†	1,12,97	58·17	
‡*2,86*	‡*0·51*	‡*51,19*	‡*9·13*	‡*30,33*	‡*5·42*	‡*28,17*	‡*5·03*	‡*76,12*	‡*13·60*	*2,58,93*	*71·51*	
‡2,88	‡0·53	‡47,05	‡8·60	‡25,14	‡4·60	‡28,46	‡5·21	‡76,51	‡13·99	2,61,57	74·70	
†	†	†	†	†	†	†	†	†	†	*4,76*	*163·57*	
†	†	†	†	†	†	†	†	†	†	4,30	179·19	
33,89	*0·33*	*10,87,66*	*10·50*	*5,07,24*	*4·90*	*4,42,04*	*4·27*	*12,84,92*	*12·41*	*67,12,01*	*64·82*	Total Class I Railways.
34,14	0·33	10,35,50	10·01	4,21,22	4·07	4,47,37	4·32	13,06,47	12·63	68,79,22	66·48	

† Included with 3′ 3⅜″ gauge.
‡ Includes 5′ 6″ and 2′ 6″ gauges
¶ Includes Mormugao Harbour Expenses shown under columns 12 and 13.
§ Includes replacements and renewals expenditure for other than State-owned portions as under :—

	1937-38.	*1938-39.*
Nizam's State Ry. (H. E. H.'s Govt. lines)	Rs. 17,34 (B. G. Rs. 11,12 & M. G. Rs. 6,22)	Rs.17,09 (B. G. Rs. 11,23 & M.G. Rs. 5,86)
R. & K. Ry. (Coy.'s portion).....	Rs. 2,17.	Rs. 4,36

7.—*Details of Working Expenses* of each Railway*

Railways System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light	2′ 6″	*1937-38*	*1,54*	*8·39*	*3,36*	*18·20*	*65*	*3·50*	..	..
		1938-39	1,59	8·57	3,23	17·44	87	4·70	..	..
Bengal Doors	3′ 3⅜″	*1937-38*	*3,09*	*15·88*	*2,02*	*10·35*	*79*	*4·04*	..	..
		1938-39	2,70	13·71	2,78	14·12	93	4·72	..	..
Bhavnagar State	3′ 3⅜″	*1937-38*	*3,62*	*11·76*	*7,14*	*23·17*	*1,82*	*5·91*	..	..
		1938-39	3,49	11·79	7,41	25·08	1,74	5·90	1,00	3·38
Bikaner State	3′ 3⅜″	*1937-38*	*6,88*	*15·25*	*10,19*	*22·57*	*3,49*	*7·72*	..	..
		1938-39	6,52	12·65	12,12	23·52	3,76	7·30	52	1·01
Darjeeling-Himalayan§	2′ 0″	*1937-38*	*2,57*	*15·34*	*3,42*	*20·42*	*1,57*	*9·38*	..	..
		1938-39	2,27	13·24	3,51	20·47	1,73	10·09	21	1·22
Dibru-Sadiya	3′ 3⅜″	*1937-38*	*2,23*	*10·51*	*4,14*	*19·52*	*1,85*	*8·72*	..	..
		1938-39	2,80	12·91	4,01	18·57	1,86	8·59	..	..
Gackwar's Baroda State	3′ 3⅜″	*1937-38*	*4,04*	*17·79*	*5,41*	*23·87*	*1,08*	*4·79*	..	..
		1938-39	3,90	15·84	5,39	21·87	1,35	5·48	..	..
	2′ 6″	*1937-38*	*5,36*	*23·28*	*4,04*	*17·54*	*1,93*	*8·39*	..	..
		1938-39	5,93	24·87	4,15	17·42	1,90	7·94	..	..
Gondal‡	3′ 3⅜″	*1937-38*	*4,31*	*14·91*	*3,44*	*11·92*	*1,42*	*4·92*	..	..
		1938-39	3,82	14·37	7,39	27·83	1,22	4·59	70	2·65
Jaipur State	3′ 3⅜″	*1937-38*	*3,23*	*24·27*	*2,15*	*16·10*	*62*	*4·67*	*19*	*1·44*
		1938-39	2,39	15·47	2,46	15·92	49	3·13	17	1·10
Jamnagar Dwarka	3′ 3⅜″	*1937-38*	*2,07*	*13·88*	*2,36*	*15·82*	*73*	*4·92*	..	..
		1938-39	1,16	8·36	2,84	20·53	1,31	9·43	31	2·26
Junagad State	3′ 3⅜″	*1937-38*	*2,32*	*12·05*	*3,33*	*17·31*	*81*	*4·21*	..	..
		1938-39	4,07	20·71	4,15	21·14	1,32	6·70	45	2·29
Morvi	3′ 3⅜″	*1937-38*	*76*	*3·97*	*2,72*	*14·15*	*95*	*4·96*	..	..
		1938-39	1,80	9·55	5,00	26·49	1,13	6·01	36	1·89
Mysore	3′ 3⅜″	*1937-38*	*5,69*	*14·26*	*12,90*	*32·34*	*2,25*	*5·66*	..	..
		1938-39	†	†	†	†	†	†	†	†
	2′ 6″	*1937-38*	*49*	*15·90*	*1,04*	*34·23*	*20*	*6·27*	..	..
		1938-39	†	†	†	†	†	†	†	†
	2′ 0″	*1937-38*	*6*	*15·06*	*12*	*33·63*	*3*	*5·90*	..	..
		1938-39	†	†	†	†	†	†	†	†
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1937-38*	*1,10*	*10·34*	*1,40*	*13·21*	*59*	*5·57*	..	..
		1938-39	1,45	15·56	96	10·30	27	2·88	18	1·90
TOTAL CLASS II RAILWAYS	..	*1937-38*	*49,36*	*14·22*	*69,18*	*19·93*	*20,78*	*5·98*	*19*	*0·06*
		1938-39	43,89	14·14	65,40	21·08	19,88	6·41	3·90	1·26

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
§ Includes the Darjeeling Himalayan Extension Rly.
‡ Includes the Porbandar State Railway.
† Included under Class I Railways.

System for the years 1937-38 and 1938-39. (*In thousands of rupees.*)—contd.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS II.
..	..	*1,52*	*8·23*	*2,74*	*14·86*	*77*	*4·18*	*10,58*	*57·36*	Barsi Light.
..	..	1,55	8·34	2,54	13·70	78	4·19	10,56	56·94	
19	*0·96*	*2,19*	*11·22*	*2,22*	*11·37*	*1,17*	*6·00*	*11,67*	*59·82*	Bengal Docars.
17	0·86	2,18	11·07	2,20	11·17	77	3·91	11,73	59·57	
..	..	*4,20*	*13·63*	*2,36*	*7·65*	*96*	*3·11*	*20,10*	*65·23*	Bhavnagar State.
..	..	3,88	13·14	1,78	6·04	76	2·56	20,06	67·89	
..	..	*4,17*	*9·23*	*2,77*	*6·15*	*1,63*	*3·72*	*29,18*	*64·64*	Bikaner State.
..	..	4,40	8·54	2,65	5·14	1,43	2·77	31,40	60·93	
..	..	*2,35*	*14·03*	*1,50*	*8·95*	*1,02*	*6·09*	*12,43*	*74·21*	Darjeeling Himalayan.§
..	..	2,27	13·24	1,38	8·05	1,14	6·65	12,51	72·98	
..	..	*1,96*	*9·24*	*1,50*	*7·07*	*9*	*0·43*	*11,77*	*55·49*	Dibru-Sadiya.
..	..	2,01	9·30	1,49	6·88	14	0·62	12,31	56·87	
..	..	*2,89*	*12·72*	*1,25*	*5·50*	*37*	*1·62*	*15,04*	*66·29*	Gaekwar's Baroda State.
..	..	2,89	11·72	1,26	5·12	38	1·52	15,17	61·55	
..	..	*3,02*	*13·14*	*1,49*	*6·46*	*40*	*1·75*	*16,24*	*70·56*	
..	..	2,79	11·71	1,42	5·96	44	1·85	16,63	69·75	
..	..	*1,24*	*4·31*	*1,14*	*3·93*	*40*	*1·37*	*11,95*	*41·36*	Gondal.‡
..	..	1,42	5·34	96	3·61	24	0·93	15,75	59·32	
..	..	*78*	*5·82*	*84*	*6·33*	*16*	*1·23*	*7,97*	*59·86*	Jaipur State.
..	..	1,66	10·75	87	5·62	17	1·08	8,21	53·07	
..	..	*1,45*	*9·67*	*87*	*5·81*	*35*	*2·34*	*7,83*	*52·44*	Jamnagar Dwarka.
..	..	1,41	10·19	75	5·37	28	1·98	8,06	58·12	
..	..	*1,95*	*10·13*	*1,00*	*5·17*	*42*	*2·19*	*9,83*	*51·06*	Junagad State.
..	..	1,81	9·20	89	4·54	37	1·90	13,06	66·48	
..	..	*1,62*	*8·40*	*83*	*4·29*	*2,92*	*15·19*	*9,30*	*50·96*	Morvi.
..	..	1,76	9·31	65	3·47	14	0·74	10,84	57·46	
..	..	*5,77*	*14·47*	*2,70*	*6·78*	*1,35*	*3·37*	*30,66*	*76·88*	Mysore.
†	†	†	†	†	†	†	†	†	†	
..	..	*45*	*14·81*	*22*	*7·16*	*10*	*3·47*	*2,50*	*81·84*	
†	†	†	†	†	†	†	†	†	†	
..	..	*6*	*15·30*	*3*	*7·20*	*1*	*3·09*	*31*	*80·18*	
†	†	†	†	†	†	†	†	†	†	
..	..	*96*	*9·00*	*57*	*5·38*	*23*	*2·19*	*4,35*	*45·69*	Shahdara (Delhi) Saharanpur Light.
..	..	68	7·30	97	10·43	20	2·08	4,71	50·45	
19	*0·06*	*36,58*	*10·54*	*24,03*	*6·92*	*12,40*	*3·57*	*2,12,71*	*61·28*	TOTAL CLASS II RAILWAYS.
17	0·06	30,71	9·89	19,81	6·38	7,24	2·33	1,91,00,	61·55	

7.—Details of Working Expenses of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural works.*		*Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Ahmadpur-Katwa	2′ 6″	*1937-38*	*27*	*26·86*	*27*	*26·96*
		1938-39	26	24·14	30	28·48
Arrah-Sasaram Light	2′ 6″	*1937-38*	*57*	*16·58*	*89*	*25·98*
		1938-39	80	20·99	76	20·00
Bankura-Damoodar River	2′ 6″	*1937-38*	*37*	*30·98*	*41*	*34·01*
		1938-39	38	30·19	42	33·33
Baraset-Basirhat Light	2′ 6″	*1937-38*	*85*	*17·18*	*1,42*	*28·67*
		1938-39	89	22·17	1,59	39·36
Bengal Provincial	2′ 6″	*1937-38*	*21*	*19·15*	*40*	*37·98*
		1938-39	19	18·54	40	37·79
Bukhtiarpur-Bihar Light	2′ 6″	*1937-38*	*65*	*26·96*	*60*	*24·93*
		1938-39	42	17·02	77	30·96
Burdwan-Katwa	2′ 6″	*1937-38*	*28*	*22·05*	*38*	*28·84*
		1938-39	28	21·30	44	33·80
Cutch State	2′ 6″	*1937-38*	*40*	*15·68*	*74*	*28·87*
		1938-39	40	14·50	1,01	36·17
Dehri-Rohtas Light	2′ 6″	*1937-38*	*33*	*18·95*	*52*	*29·85*
		1938-39	38	15·65	78	32·11
Dholpur-State	2′ 6″	*1937-38*	*10*	*5·50*	*67*	*37·08*
		1938-39	13	7·78	46	27·52
Fatwah-Islampur	2′ 6″	*1937-38*	*38*	*33·87*	*31*	*27·62*
		1938-39	26	21·39	30	24·52

* Including Replacement and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.

System for the years 1937-38 and 1938-39. (*In thousands of rupees.*)—contd.

Electric Service Department.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		
Rs.	Per-cent of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Railway System.
8	9	10	11	12	13	14	15	16	17	18
										CLASS III.
..	..	*24*	*23·99*	*17*	*17·66*	*2*	*2·08*	*97*	*97·55*	Ahmadpur-Katwa.
..	..	24	22·68	18	16·59	4	3·99	1,02	95·88	
..	..	*44*	*12·77*	*33*	*9·43*	*10*	*3·03*	*2,33*	*67·79*	Arrah-Sasaram Light.
7	1·78	44	11·54	33	8·50	9	2·25	2,49	65·06	
..	..	*25*	*21·04*	*28*	*23·35*	*3*	*3·07*	*1,34*	*112·95*	Bankura-Damoodar River.
..	..	25	20·13	29	22·68	8	6·09	1,42	112·42	
..	..	*1,02*	*20·54*	*43*	*8·56*	*23*	*4·55*	*3,95*	*79·50*	Baraset-Basirhat Light.
9	2·31	94	23·34	35	8·75	19	4·59	4,05	100·52	
..	..	*20*	*18·76*	*16*	*15·09*	*1*	*1·10*	*98*	*92·08*	Bengal Provincial.
..	..	21	19·86	15	14·79	2	1·48	97	92·46	
..	..	*40*	*16·67*	*28*	*11·78*	*9*	*3·53*	*2,02*	*83·87*	Bukhtiarpur-Bihar Light.
4	1·52	37	14·66	25	10·25	8	3·04	1,93	77·45	
..	..	*29*	*22·80*	*22*	*17·20*	*3*	*2·41*	*1,20*	*93·30*	Burdwan-Katwa.
..	..	29	22·47	22	17·28	6	4·84	1,29	99·69	
..	..	*26*	*10·34*	*22*	*8·43*	..	*0·07*	*1,62*	*63·44*	Cutch State.
1	0·46	27	9·82	22	7·92	..	0·07	1,92	68·94	
..	..	*19*	*11·01*	*12*	*6·51*	*4*	*2·49*	*1,20*	*68·81*	Dehri-Rohtas Light.
..	..	24	9·97	11	4·69	5	1·81	1,56	64·23	
..	..	*16*	*8·79*	*19*	*10·84*	*1*	*0·47*	*1,13*	*62·68*	Dholpur-State.
3	1·50	15	9·06	18	10·62	1	0·53	95	57·01	
..	..	*21*	*18·72*	*15*	*13·81*	*4*	*3·30*	*1,09*	*97·32*	Futwah-Islampur.
1	1·24	22	17·84	15	12·47	2	2·06	96	79·52	

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Gwalior Light	2′ 0″	*1937-38*	*1,06*	*12·44*	*3,42*	*40·14*
		1938-39	1,01	11·66	3,58	41·34
Howrah Amta Light	2′ 0″	*1937-38*	*1,09*	*12·54*	*2,32*	*26·69*
		1938-39	1,16	13·02	2,63	29·63
Howrah-Sheakhala Light	2′ 0″	*1937-38*	*45*	*23·20*	*38*	*20·25*
		1938-39	43	22·60	43	22·60
Jagadhri Light	2′ 0″	*1937-38*	*1*	*7·80*	*6*	*38·45*
		1938-39	1	5·68	7	44·65
Jorhat	2′ 0″	*1937*†	*29*	*29·59*	*52*	*53·23*
		1938†	24	21·34	58	50·98
Kalighat-Falta	2′ 6″	*1937-38*	*32*	*18·39*	*69*	*40·15*
		1938-39	44	24·35	76	42·35
Kulasekarapatnam Light	2′ 0″	*1937-38*	*21*	*34·30*	*28*	*44·12*
		1938-39	19	37·15	32	61·66
Matheran Light	2′ 0″	*1937-38*	*19*	*19·59*	*29*	*30·41*
		1938-39	18	18·75	29	30·21
Tezpore-Balipara	2′ 6″	*1937-38*	*12*	*7·52*	*43*	*26·25*
		1938-39	11	6·74	46	28·88
Trivellore Light	2′ 0″	*1937-38*	..	*15·99*	*1*	*143·67*
		1938-39	..	25·63	1	177·78
Udaipur-Chitorgarh	3′ 3⅜″	*1937-38*	*1,53*	*17·96*	*2,97*	*34·71*
		1938-39	1,55	18·04	2,40	27·86
TOTAL CLASS III RAILWAYS		*1937-38*	*9,68*	*17·19*	*17,98*	*31·94*
		1938-39	9,71	16·93	18,76	32·72

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
† Figures are in respect of the calendar year.

System for the years 1937-38 and 1938-39. (*In thousands of rupees.*)—concld.

Electric Service Department.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		
Rs.	Percent of Gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings	Railway System.
8	9	10	11	12	13	14	15	16	17	18
										CLASS III—*concld.*
..	..	*70*	*8·22*	*59*	*6·93*	*37*	*4·34*	*6,14*	*72·07*	Gwalior Light.
..	..	69	7·85	58	6·81	41	4·74	6,27	72·40	
..	..	*1,60*	*18·37*	*58*	*6·65*	*46*	*5·31*	*6,05*	*69·56*	Howrah Amta Light.
17	1·88	1,55	17·38	53	5·93	40	4·56	6,44	72·40	
..	..	*42*	*22·31*	*23*	*12·40*	*11*	*5·80*	*1,59*	*83·96*	Howrah-Sheakhala Light.
4	2·12	40	21·43	20	10·45	9	4·88	1,59	84·08	
..	..	*4*	*22·54*	*2*	*13·61*	*1*	*8·42*	*14*	*90·83*	Jagadhri Light.
..	..	4	23·32	2	12·92	1	9·15	15	95·72	
..	..	*44*	*45·34*	*12*	*12·32*	*4*	*4·05*	*1,41*	*144·53*	Jorhat.
4	3·94	44	38·21	11	9·26	5	4·59	1,46	128·32	
..	..	*35*	*20·12*	*27*	*15·72*	*8*	*4·38*	*1,71*	*98·76*	Kalighat-Falta.
..	..	34	18·89	28	15·47	13	7·14	1,95	108·20	
..	..	*13*	*20·39*	*3*	*4·40*	..	..	*65*	*103·21*	Kulasekarapatnam Light.
..	..	14	26·66	3	5·56	..	..	68	131·03	
..	..	*9*	*9·28*	*16*	*16·49*	*6*	*5·67*	*79*	*81·44*	Matheran Light.
..	..	10	10·41	15	15·10	4	4·69	76	79·16	
..	..	*34*	*20·56*	*22*	*13·42*	*3*	*1·96*	*1,14*	*69·71*	Tezpore-Balipara.
..	..	35	21·74	24	15·43	3	2·06	1,19	74·85	
..	..	*1*	*99·25*	*1*	*80·71*	..	*65·91*	*3*	*405·53*	Trivellore Light.
..	..	..	80·46	1	96·77	..	9·32	2	389·96	
..	..	*1,13*	*13·17*	*58*	*6·78*	*18*	*2·15*	*6,39*	*74·77*	Udaipur-Chitorgarh.
36	4·16	1,17	13·60	38	4·49	17	1·96	6,03	70·11	
..	..	*8,91*	*15·82*	*5,36*	*9·52*	*1,94*	*3·45*	*43,87*	*77·92*	TOTAL CLASS III RAILWAYS.
86	1·50	8,84	15·42	4,96	8·65	1,97	3·43	45,10	78·65	

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1939.				TRACK MILEAGE OPEN ON 31ST MARCH 1939.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam Bengal—	3′ 3¾″	1-7-95	1,129·21	2·50	..	1,131·71	1,134·21	233·86	19·24	1,387·31
	Chaparmukh-Silghat . .	3′ 3¾″	30-3-20	50·81	..	..	50·81	50·81	4·12	0·01	54·94
	Katakhal Lalabazar . .	3′ 3¾″	1-4-23	23·49	..	..	23·49	23·49	1·03	..	24·52
	Mymensingh-Bhairab Bazar .	3′ 3¾″	20-3-17	100·38	..	..	100·38	100·38	18·73	0·36	119·47
	Total—1 .			1,303·89	2·50	..	1,306·39	1,308·89	257·74	19·61	1,586·24
2	Bengal and North-Western .	3′ 3¾″	2-4-84	1,267·20	..	..	1,267·20	1,267·20	286·02	39·77	1,592·99
	Mashrak-Thawe . . .	3′ 3¾″	12-1-31	39·32	..	..	39·32	39·32	4·64	1·95	45·91
	Tirhoot	3′ 3¾″	1-11-75	800·51	10·05	..	810·56	820·61	211·28	22·64	1,054·53
	Total—2 .			2,107·03	10·05	..	2,117·08	2,127·13	501·94	64·36	2,693·43
3	Bengal-Nagpur . . .	5′ 6″	27-11-88	2,157·08	254·84	..	2,411·92	2,666·76	647·58	155·40	3,469·74
	Central India Coal-fields. .	5′ 6″	17-6-28	53·84	..	..	53·84	53·84	5·17	2·21	61·22
	Mayurbhanj . . .	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·61	0·11	74·36
	Parlakimedi Light . .	2′ 6″	1-4-00	56·30	..	..	56·30	56·30	1·83	1·42	59·55
	Purulia-Ranchi . . .	2′ 6″	15-11-07	116·54	..	..	116·54	116·54	11·30	0·05	127·89
	Raipur-Dhamtari . . .	2′ 6″	10-9-00	56·94	..	..	56·94	56·94	4·88	0·65	62·47
	Satpura	2′ 6″	18-4-03	625·92	..	..	625·92	625·92	61·41	11·74	699·07
	Total—3 .			3,137·26	254·84	..	3,392·10	3,646·94	735·78	171·58	4,554·30

for the year 1938-39.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1938-39.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1939.				Classification.	Name of Railways.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Assam Bengal—
..	..	..	..	..	..	Branch lines under guarantee terms.†	Chaparmukh-Silghat.
..	..	..	..	..	..		Katakhal-Lalabazar.
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar.
	..		..		..		Total—1.
..	..	..	..	..	..	Line subsidized by the Government of India.*	Bengal and North-Western.
..	..	..	..	..	..	State lines.	Maahrak-Thawe.
..	..	..	..	..	..		Tirhoot.
	..		..		..		Total—2.
..	..	..	..	..	..	State line.	Bengal Nagpur—
..	..	..	..	..	..	State line.	Central India Coal-fields.
..	..	..	..	..	..	Branch line under rebate terms.	Mayurbhanj.
..	..	..	..	..	..	Unassisted company's line.	Parlakimedi Light.
..	..	..	..	..	..	State lines.	Purulia-Ranchi.
..	..	..	..	..	..		Raipur Dhamtari.
..	..	..	..	..	..		Satpura.
	..		..		..		Total—3.

* Receives land only from Government.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced, are not shown.
(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.
† Guaranteed by the Govt. of India & also receives a subsidy from the Assam Government.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1939.				TRACK MILEAGE OPEN ON 31ST MARCH 1939.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5′ 6″	10-2-60	775·04	240·82	*19·44	1,035·30	1,334·18	351·45	96·65	1,782·28
	Nagda-Ujjain	5′ 6″	15-7-96	34·79	..	..	34·79	34·79	4·68	1·01	40·48
	Gackwar's Petlad	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·28	2·45	25·15
	Tarapur-Cambay State	5′ 6″	20-6-01	12·35	..	..	12·35	12·35	1·48	2·35	16·18
	Tapti Valley	5′ 6″	1-12-98	155·72	..	..	155·72	155·72	7·87	4·05	167·64
	Bombay, Baroda and Central India.	3′ 3½″	14-2-73	1,876·12	2·82	..	1,878·94	1,881·76	390·51	28·16	2,300·43
	Ahmedabad-Parantij	3′ 3½″	1-5-97	88·73	..	..	88·73	88·73	8·70	1·49	98·92
	Dhrangadra	3′ 3½″	1-6-98	40·28	..	..	40·28	40·28	5·24	13·30	58·82
	Palanpur State	3′ 3½″	8-11-93	17·11	..	..	17·11	17·11	1·47	..	18·58
	Bombay, Baroda and Central India.	2′ 6″	23-11-14	72·28	..	..	72·28	72·28	4·90	3·32	80·50
	Champaner-Shivrajpur-Pani Light.	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	3·90	3·07	37·65
	Godhra-Lunavada	2′ 6″	4-2-13	25·49	..	..	25·49	25·49	1·82	0·85	28·16
	Nadiad-Kapadvanj	2′ 6″	5-3-13	28·18	..	..	28·18	28·18	3·48	1·39	33·05
	Rajpipla State	2′ 6″	1-7-97	58·37	..	..	58·37	58·37	3·79	1·19	63·35
	Piplod-Devgad Baria	2′ 6″	1-1-29	9·52	..	..	9·52	9·52	0·54	1·03	11·09
	Total—4			3,246·08	243·64	19·44	3,509·16	3,810·86	791·11	160·31	4,762·28

* 0·26 miles treble and 19·18 miles quadruple.

for the year 1938-39—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1938-39.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1939.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Gaekwar's Petlad.
..	..	..	..	..	..		Tarapur Cambay State.
..	..	..	..	..	..	Branch line under rebate terms.	Tapti Valley.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij
..	..	..	..	..	..	Indian State line.	Dhrangadra.
..	..	..	..	..	..	Indian State line.	Palanpur State.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur-Pani. Light.
..	..	..	..	..	..		Godhra-Lunavada.
..	..	..	..	..	..		Nadiad-Kapadvanj.
..	..	..	..	..	..	Indian State lines.	Rajpipla State.
..	..	..	..	..	..		Piplod-Devgad Baria.
	..		..		..		Total—4.

(a) Lines sanctioned for construction more than 5 years ago but on which work h s not commenced are not shown

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1939.				Track mileage open on 31st March 1939.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
5	Eastern Bengal	5′ 6″	2-1-62	677·58	146·13	22·60 (quadruple).	846·31	1,060·24	480·63	41·21	1,582·08
	Sara-Sirajganj	5′ 6″	1-7-15	53·98	..	..	53·98	53·98	25·52	..	79·50
	Eastern Bengal	3′ 3¼″	28-8-77	1,030·99	7·29	..	1,038·28	1,045·57	302·56	10·47	1,358·60
	Cooch Behar State	3′ 3¼″	15-9-93	33·09	..	..	33·09	33·09	2·42	..	35·51
	Eastern Bengal	2′ 6″	18-7-81	17·14	..	..	17·14	17·14	1·28	..	18·42
	Khulna-Bagerhat Light	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—5			1,832·53	153·42	22·60	2,008·55	2,229·77	814·36	51·68	3,095·81
6	East Indian—	5′ 6″	15-8-54	†3,215·30	940·84	‡61·12	4,217·26	5,318·26	(c)1,736·29	185·43	7,239·98
	Hardwar-Dehra	5′ 6″	1-3-00	32·04	..	..	32·04	32·04	5·73	0·36	38·13
	South Bihar	5′ 6″	5-7-99	75·82	..	..	75·82	75·82	6·59	..	82·41
	Cawnpore-Burhwal link	3′ 3¼″	24-11-96	(a)65·73	..	..	(a) 65·73	(a) 65·73	14·17	1·69	(a) 81·59
	Total—6			3,388·89	940·84	61·12	4,390·85	5,491·85	1,762·78	187·48	7,442·11
7	Great Indian Peninsula (b) (f)	5′ 6″	18-4-53	(g)2,325·62	775·52	32·74 (quadruple)	(g)3,133·88	4,037·62	941·39	157·92	5,106·93
	Bhopal-Itarsi (Jointly owned by State and Indian State.)	5′ 6″	1-11-84	56·64	..	..	56·64	56·64	23·99	0·18	80·81
	Bhopal-Ujjain	5′ 6″	11-11-95	113·46	..	..	113·46	113·46	9·19	1·52	124·17
	Bina-Goona-Baran	5′ 6″	23-9-95	147·07	..	..	147·07	147·07	10·06	..	157·13
	Darwha-Pusad	2′ 6″	15-12-31	42·80	..	..	42·80	42·80	2·34	0·36	45·50
	Dhond-Baramati	2′ 6″	20-5-14	27·30	..	..	27·30	27·30	0·98	0·45	28·73
	Ellichpur-Yeotmal	2′ 6″	1-12-13	117·81	..	..	117·81	117·81	5·77	2·64	126·22
	Pachora-Jamner	2′ 6″	1-4-18	34·62	..	..	34·62	34·62	1·97	0·89	37·48
	Pulgaon-Arvi	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	1·13	0·24	23·20
	Total—7			2,887·15	775·52	32·74	3,695·41	4,569·15	996·82	164·20	5,730·17

† Includes 16·79 miles of mixed (5′ 6″ and 3′ 3¼″) gauge line between Burhwal and Barabanki.

‡ 30·54 miles treble, 25·60 miles quadruple, 4·01 miles quintuple, 0·08 miles sextuple and 0·89 miles septuple.

(a) Excludes the mixed gauge line referred to in the note marked with † above and includes 2·18 miles of E. I. Railway metre gauge line at Benares.

(b) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi (British section only, *viz.*, 12·26 miles) and Cawnpore-Banda Railways.

(c) Includes 1·59 miles of Traverser track and 1·21 miles of Crane Path in Lillooah Workshops.

(f) The following mileages of Metre Gauge and Narrow Gauge at junction stations, which are solely used by the foreign railways but maintained by this railway, have not been included.

B. B. & C. I. Railway	1·665 miles of 3′ 3 3/8″ Gauge in Agra Area.
M. & S. M. Railway	0·064 miles of 3′ 3 3/8″ Gauge at Ghorpuri.
G. L. Railway	0·998 miles of 2′—0″ Gauge at Gwalior.
B. N. Railway	1·070 miles of 2′—6″ Gauge at Jubbulpore.
B. B. & C. I. Railway	2·259 miles of Mixed Gauge in Agra Area.

(g) Excludes 31·75 miles, Hat-Shamsabad Section to Bah of Agra-Bah Railway closed from 1-1-39.

for the year 1938-39—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1938-39.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1939.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (c)		UNDER CONSTRUCTION. (d)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Eastern Bengal—
..	..	..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Indian State line.	Cooch-Behar State.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Bagerhat light.
	..		..		..		Total—5.
..	..	..	..	..	..	State line.	East Indian—
..	..	..	..	..	..	Branch line under guarantee terms.	Hardwar-Dehra.
..	..	..	..	..	..	State line. ‖	South Bihar.
..	..	..	..	..	..	State line. ¶	Cawnpore Burhwallink.
	..		..		..		Total—6.
..	..	..	..	..	..	State line.	Great Indian Peninsula (5)—
..	..	..	..	..	..	Indian State lines.	Bhopal-Itarsi (Jointly owned by State and Indian State).
..	..	..	..	..	..		Bhopal-Ujjain.
..	..	..	..	..	..		Bina-Goona-Baran.
..	..	..	..	..	..	State line.	Darwha Pusad.
..	..	..	..	..	..	Branch lines under rebate terms.	Dhond-Baramati.
..	..	..	..	..	..		Ellichpur-Yeotmal.
..	..	..	..	..	..		Pachora-Jamner.
..	..	..	..	..	..		Pulgaon-Arvi.
	..		..		..		Total—7.

‖ Although a leased line, it is for convenience treated as a State line.

¶ Under running power agreement, the B. & N. W. Ry. company run and haul their trains and traffic over this line.

(c) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(d) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

L 2

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic	ROUTE MILEAGE OPEN ON 31ST MARCH 1939				TRACK MILEAGE OPEN ON 31ST MARCH 1939.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total
1	2	3	4	5	6	7	8	9	10	11	12
8	Jodhpur—	3′ 3⅜″	24-6-32	766·94	..	..	766·94	766·94	105·48	13·47	885·89
	Jodhpur Hyderabad (British Section).	3′ 3⅜″	18-8-92	248·58	..	..	248·58	248·58	50·91	5·54	305·03
	MirpurKhas-Khadro	3′ 3⅜″	1-1-12	49·50	..	..	49·50	49·50	3·91	1·50	54·91
	Total—8			1,065·02	..	..	1,065·02	1,065·02	160·30	20·51	1,245·83
9	Madras and Southern Mahratta—	5′ 6″	1-7-56	1,067·22	48·17	3·71 (Quadruple).	1,119·10	1,178·40	332·41	11·12	1,521·93
	Kolar Gold-fields (M. S. Ry.)	5′ 6″	1-6-94	9·88	..	..	9·88	9·88	2·68	3·10	15·66
	Tenali-Repalle	5′ 6″	18-3-16	21·41	..	..	21·41	21·41	1·28	..	22·69
	Madras and Southern Mahratta‡	3′ 3⅜″	24-3-84	*1,710·98	1·15	..	1,712·13	1,713·28	258·91	4·82	1,977·01
	Alnavar-Dandeli (Provincial)	3′ 3⅜″	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Kolhapur State	3′ 3⅜″	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3′ 3⅜″	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese	3′ 3⅜″	17-1-87	51·04	..	..	51·04	51·04	22·50	1·58	75·12
	Total—9			2,913·82	49·32	3·71	2,966·85	3,027·30	622·05	20·62	3,669·97
10	Mysore State	3′ 3⅜″	1-2-81	338·23	..	..	338·23	338·23	44·13	0·55	382·91
	§Bangalore-Haribar	3′ 3⅜″	11-8-84	210·49	..	..	210·49	210·49	29·85	0·72	241·06
	§Hindupur (Yerwantpur Mysore Frontier).	3′ 3⅜″	15-12-92	51·19	..	..	51·19	51·19	4·21	..	55·40
	Bangalore-Chick Ballapur Light	2′ 6″	6-4-15	38·63	..	..	38·63	38·63	4·96	..	107·16
	Kolar District.	2′ 6″	15-12-13	63·57	..	..	63·57	63·57			
	Tari Kere—										
	Narasimharajapura Tramway.	2′ 0″	22-5-15	26·60	..	..	26·60	26·60	2·62	..	29·22
	Total—10			728·71	..	..	728·71	728·71	85·77	1·27	815·75
11	Nizam's State—	5′ 6″	9-10-74	330·18	..	..	330·18	330·18	64·27	10·57	405·02
	Bezwada Extension	5′ 6″	10-2-89	†21·47	..	..	21·47	21·47	1·53	..	23·00
	Kazipet-Balharshah	5′ 6″	4-2-24	145·69	..	..	145·69	145·69	5·08	3·43	154·20
	Karepalli-Kothagudam	5′ 6″	21-3-27	24·52	..	..	24·52	24·52	1·30	1·57	27·39
	Vikarabad-Bidar	5′ 6″	14-1-30 1-7-32	166·25	..	..	166·25	166·25	12·32	..	178·57
	Hingoli Branch	3′ 3⅜″	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley	3′ 3⅜″	21-10-99	377·11	8·54	..	385·65	394·19	61·92	2·22	458·33
	Parbhani-Purli	3′ 3⅜″	16-10-29	39·44	..	..	39·44	39·44	2·12	..	41·56
	Secundarabad-British Frontier	3′ 3⅜″	1-2-16	138·80	9·28	..	148·08	157·36	16·00	0·05	173·41
	Dronachellam Kurnool	3′ 3⅜″	1-1-09	36·28	..	..	36·28	36·28	3·41	..	39·69
	Jankampet Bodhan	3′ 3⅜″	1-11-38	12·04	..	..	12·04	12·04	1·76	1·40	15·20
	Total—11			1,342·09	17·82	..	1,359·91	1,377·73	170·59	19·24	1,567·56

* Includes 2·53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0·54 mile of Dronachellam station yards.
† Maintained by N. S. Ry.-20·25 Miles & by M. and S. M. Ry. 1·22 miles.
‡ Includes Bezwada Masulipatam Section 51·80 miles, purchased by the Government of India from the District Board with effect from 4th February 1938.
The working of these lines was taken over by the Mysore State Railway with effect from 1st January, 1938.

for the year 1938-39—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1938-39.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1939.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (b)		UNDER CONSTRUCTION. (c)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	Phalodi-Pokaran.	35·40	Indian State line.	Jodhpur—
Khadro Pritamabad (d).	10·06	..	..	Khadro-Nawabshah.	20·66	State line.	Jodhpur Hyderabad (British Section).
..	..	..	..	..	..	Line subsidized by the Government of India (a).	Mirpur Khas-Khadro.
	10·06		..		56·06		Total—8.
..	..	..	..	..	..	State line.	Madras and Southern Mahratta—
..	..	..	..	..	..	Indian State line.	Kolar Gold-fields, (M. S. Ry.)
..	..	..	..	..	..	District Board line.	Tenali-Repalle.
..	..	..	..	..	..	State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Alnavar-Dandeli (Provincial.)
..	..	..	..	..	..	Indian State lines.	Kolhapur State.
..	..	..	..	..	..		Sangli State.
..	..	..	..	..	..	Foreign line.	West of India Portuguese.
	..		..		..		Total—9.
..	..	..	..	Sagara-Talaguppa.	9·43		Mysore State.
..	..	..		..	..	Indian State Line ..	Bangalore-Harihar.
..	..	..	..	..	..		Hindupur (Yesvantpur Mysore Frontier).
..	..	..	..	..	..	Line guaranteed by Indian State.	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Indian State Line ..	Kolar District.
							Tarikere—
..	..	..	..	..	..	Indian State line ..	Narasimharajapura Tramway
	..		..		9·43		Total 10.
..	..	..	..	..	..	Indian State line.	Nizam's State—
..	..	..	..	..	..	State line.	Bezwada Extension.
..	..	..	..	..	..	Indian State line.	Kazipet-Balharshah.
..	..	..	..	..	..		Karepalli-Kothagudam
..	..	..	..	..	..		Vikarabad-Bidar.
..	..	..	..	..	..		Hingoli Branch.
..	..	..	..	..	..		Hyderabad-Godavari Valley.
..	..	..	..	..	..		Parbhani-Purli.
..	..	..	..	..	..		Secunderabad-British Frontier.
..	..	..	..	..	..	State line.	Dronachellam Kurnool.
Jankampet to Bodhan.	12·04			Mudkhad to Adilabad	100·69	Indian State line. Indian State line.	Jankampet Bodhan.
	12·04		..		100·69		Total—11.

(*a*) Receives land only from Government and Indian States.

(*b*) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(*c*) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

(*d*) Opened for goods traffic only from 10th March 1939.

8 —Mileage Statement
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1939.				TRACK MILEAGE OPEN ON 31ST MARCH 1939.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western—††	5' 6"	13-5-61	4,717·71	885·03	..	5,602·74	6,487·77	1,809·71	73·39	*8,370·87
	Shahdara Narowal	5' 6"	21-12-26	48·33	..	..	48·33	48·33	1·56	..	49·89
	Bahawalnagar-Fort Abbas-Kut-Al-Imara.	5' 6"	4-4-28	151·51	..	..	151·51	151·51	7·13	..	158·64
	Jind-Panipat (Indian State Section).	5' 6"	1-11-16	25·94	..	..	25·94	25·94	2·30	..	28·24
	Jullundur-Mukerian	5' 6"	1-1-15	45·08	..	..	45·08	45·08	4·37	..	49·45
	Phagwara-Rahon (including Jaijon Extension).	5' 6"	1-4-15	46·03	..	..	46·03	46·03	5·85	..	51·88
	Jammu-Kashmir (Indian State Section).	5' 6"	15-3-90	15·86	..	..	15·86	15·86	3·45	0·04	19·35
	Khanpur-Chachran	5' 6"	2-7-11	21·98	..	..	21·98	21·98	2·50	..	24·48
	Ludhiana-Dhuri-Jakhal	5' 6"	10-4-01	78·58	..	..	78·58	78·58	6·21	..	84·79
	Mandra-Bhaun	5' 6"	1-5-15	46·68	..	..	46·68	46·68	3·65	..	50·33
	Rajpura Bhatinda	5' 6"	1-11-84	107·78	..	..	107·78	107·78	20·84	..	128·62
	Sialkot-Narowal	5' 6"	10-11-15	38·70	..	..	38·70	38·70	5·98	..	44·68
	Sirhind-Rupar	5' 6"	26-2-23	30·96	..	..	30·96	30·96	4·60	..	35·56
	Jacobabad-Kashmor	2' 6"	1-12-14	76·46	..	..	76·46	76·46	4·19	..	80·65
	Kalka-Simla	2' 6"	9-11-03	59·93	..	..	59·93	59·93	10·21	..	70·14
	Kangra Valley	2' 6"	1-12-28	88·46	..	..	88·46	88·46	9·06	..	†97·52
	Zhob Valley (Fort Sandeman-Khanai).	2' 6"	1-1-21	173·84	..	..	173·84	173·84	14·24	16·72	204·80
	Kohat-Thal	2' 6"	1-4-03	61·86	..	..	61·86	61·86	10·74	..	72·60
	Larkana-Jacobabad	2' 6"	16-2-22	53·22	..	..	53·22	53·22	3·39	..	56·61
	Mari-Indus (Kalabagh-Bannu) and Laki-Pezu-Tank-Manzai.	2' 6"	15-6-13	157·48	..	..	157·48	157·48	22·20	8·22	187·90
	Total—12			6,046·39	885·03	..	6,931·42	7,816·45	1,952·18	98·37	9,867·00

* Rok Kundi-Zahidan (137·28 miles, single line and 13·83 miles sidings) and Landi Kotal-Landi Khana (5 miles, single line and 0·88 miles sidings) sections closed to traffic, not included.
† Baijnath Paprola—Joginar Nagar Section (14·53 miles single line and 0·93 miles sidings) closed to traffic, not included.
†† Includes 162·84 miles, "Sind Left Bank Feeders Railway" opened for traffic on 20-5-1930.

for the year 1938-39—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1938-39.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1939.				Classification	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	Larkana to Sibi Shahdad Kot.	32·14	State line.	North Western.
				Sibi Shahdad Kot to Jacobabad.	51·76		
..	..	..	..	..	..	Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narowal.
..	..	..	..	..	..	Indian State lines.	Bahawalnagar-Fort Abbas Kut-Al-Imara.
..	..	..	..	..	..		Jind-Panipat (Indian State Section).
..	..	..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.
..	..	..	..	..	..		Phagwara-Rahon (Including Jaijon Extension).
..	..	..	..	..	..	Indian State lines.	Jammu-Kashmir (Indian State Section).
..	..	..	..	..	..		Khanpur-Chachran.
..	..	..	..	..	..		Ludhiana-Dhuri-Jakhal.
..	..	..	..	..	..	Branch line under rebate terms.	Mandra-Bhaun.
..	..	..	..	..	..	Indian State line.	Rajpura-Bhatinda.
..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narowal.
..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
..	..	..	..	..	..	Branch line under rebate terms.	Jacobabad-Kashmor.
..	..	..	..	..	..	State line.	Kalka-Simla.
..	..	..	..	..	..	Under guarantee terms with the Punjab Government.	Kangra Valley.
..	..	..	..	..	..	State lines.	Zhob Valley (Fort Sandeman-Khanai).
..	..	..	..	..	..		Kohat-Thal.
..	..	..	..	..	..	Branch line under rebate terms.	Larkana-Jacobabad.
..	..	..	..	..	..	State line.	Mari-Indus (Kalabagh Bannu) and Laki-Peza Tank-Manzai.
	..		..		83·90		Total—12.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1939.				Track mileage open on 31st March 1939.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	Rohilkund and Kumaon—	3′ 3⅜″	12-10-84	258·72	..	..	258·72	258·72	37·91	4·11	300·74
	Lucknow-Bareilly . .	3′ 3⅜″	12-10-84	310·00	1·16	..	311·16	312·32	66·32	12·35	390·99
	Total—13 .			568·72	1·16	..	569·88	571·04	104·23	16·46	691·73
14	South Indian— . . .	5′ 6″	23-5-60	††599·13	..	..	††599·13	599·13	137·88	2·51	739·52
	Shoranur Cochin . . .	5′ 6″	**24-10-34	65·01	..	..	65·01	65·01	11·91	*1·25	*78·17
	South Indian . . .	3′ 3⅜″	15-7-61	1,485·88	4·84	15·55	†1,506·27	1,542·21	324·82	17·17	†1,884·20
	Nilgiri	3′ 3⅜″	15-6-99	28·96	..	..	28·96	28·96	4·65	..	33·61
	Peralam-Karaikkal . .	3′ 3⅜″	14-3-98	14·65	..	..	14·65	14·65	1·41	..	16·06
	Podanur-Pollachi . . .	3′ 3⅜″	15-10-15	25·04	..	..	25·04	25·04	4·42	..	29·46
	Pondicherry . . .	3′ 3⅜″	15-12-79	7·85	..	..	7·85	7·85	2·21	0·18	10·24
	Tinnevelly-Tiruchendur .	3′ 3⅜″	24-2-23	38·18	..	..	38·18	38·18	4·09	..	42·27
	Travancore (British Section) .	3′ 3⅜″	1-6-02	50·33	..	..	50·73	147·97	22·31	0·61	170·89
	Travancore (Indian State Section).	3′ 3⅜″	1-6-04	97·64	..	..	97·64				
	Morappur-Hosur . . .	2′ 6″	18-1-06	73·31	..	..	73·31	73·31	4·32	..	77·63
	Tirupattur-Krishnagiri . .	2′ 6″	18-9-05	25·38	..	..	25·38	25·38	2·44	..	27·82
	Total—14 .			2,511·36	4·84	15·55	2,531·75	2,567·69	520·46	21·72	3,109·87
	Total Class I .			33,078·94	3,338·98	155·16	36,573·08	40,338·53	9,476·11	1,017·41	50,832·05

* Includes 0·90 miles of 3′ 3⅜″ Gauge.

** Date of conversion from 3′ 3⅜″ gauge to 5′ 6″ gauge (3′ 3⅜″ gauge first opened on 2nd June 1902).

† Include electrified lines between Madras Beach and Tambaram.

†† Excludes 1·97 miles of mixed gauge between Salem Junction and Salem Market which have been included in the Meter Gauge route mileage.

for the year 1938-39—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1938-39.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1939.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Line subsidized by the Government of India.	Rohilkund and Kumaon—
..	..	..	..	..	..	State line.	Lucknow-Bareilly.
	..		..		..		Total—13.
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	Cochin Railway Extension to link with the Harbour Railway (Idappalli-Ernakulam Extension).	4·31	Indian State line.	Shoranur Cochin.
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	District Board line.	Tinnevelly-Tiruchendur.
..	..	..	..	..	..	State line.	Travancore (British Section).
..	..	..	..	..	..	State line.*	Travancore (Indian State Section).
..	..	..	..	..	..	State lines.	Morappur-Hosur.
..	..	..	..	..	..	State lines.	Tirupattur-Krishnagiri.
	..		..		4·31		Total—14.
	22·10		..		254·39		Total Class I.

* Although the property of the Travancore Durbar, it is treated as State line.

(a) Lines sanctiond for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.— *Mileage Statement*
CLASS II

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1939.	TRACK MILEAGE OPEN ON 31ST MARCH 1939.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS II RAILWAYS.							
1	Barsi Light	2′ 6″	1-3-97	202·57	202·57	22·21	224·78	Line subsidized by the Government of India and Indian State.*
2	Bengal Dooars	3′ 3⅜″	15-1-93	39·50	39·50	7·65	47·15	Line subsidized by District Board.
	Bengal Dooars Extensions	3′ 3⅜″	20-4-00	121·16	121·16	17·75	138·91	Line subsidized by the Government of India.*
	Total—2			160·66	160·66	25·40	186·06	
3	Bhavnagar State	3′ 3⅜″	20-12-80	307·04	307·04	70·95	377·99	Indian State Lines.
4	Bikaner State	3′ 3⅜″	9-12-91	852·29	852·29	74·69	926·98	
5	Darjeeling Himalayan	2′ 0″	23-8-80	51·07	51·07	10·66	61·73	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2′ 0″	16-3-14	95·44	95·44	4·79	100·23	Branch line under rebate terms.
	Total—5			146·51	146·51	15·45	161·96	
6	Dibru-Sadiya	3′ 3⅜″	15-8-82	85·61	85·61	25·78	111·39	Line subsidized by Local Government. (c)
	Ledo and Tikak Margherita Colliery	3′ 3⅜″	17-2-84	5·50	5·50	27·89	33·39	Unassisted Company's line.
	Total—6			91·11	91·11	53·67	144·78	
7	Gaekwar's Baroda State	3′ 3⅜″	21-3-87	255·12	255·12	34·57	289·69	Indian State lines.
	Khijadiya-Dhari†	3′ 3⅜″	11-3-13	37·46	37·46	4·65	42·11	
	Prachi Road-Kodinar	3′ 3⅜″	6-4-38	15·65	15·65	0·87	16·52	
	Gaekwar's Baroda State	2′ 6″	8-4-73	333·06	333·06	54·97	388·03	
	Bodeli Chhota Udaipur	2′ 6″	1-12-17	22·67	22·67	2·02	24·69	
	Total—7			663·96	663·96	97·08	761·04	
8	Gondal	3′ 3⅜″	19-1-81	118·74	118·74	19·79	138·53	
	Jetalsar-Rajkot	3′ 3⅜″	12-4-93	46·16	46·16	10·42	56·58	
	Porbandar State	3′ 3⅜″	1-10-89	††41·25	††41·25	7·75	49·00	
	Total—8			206·15	206·15	37·96	244·11	
9	Jaipur State	3′ 3⅜″	10-11-05	179·80	179·80	14·01	193·81	
	Total—(9)			..	..	..	..	
10	Jamnagar-Dwarka	3′ 3⅜″	1-4-22	**74·73	**74·73	4·37	79·10	Branch line under guarantee and rebate terms.
	Jamnagar	3′ 3⅜″	8-4-97	‡59·96	‡59·96	13·46	73·42	Indian State lines.
	Okhamandal	3′ 3⅜″	15-11-22	37·21	37·21	4·77	41·98	
	Total—10			171·90	171·90	22·60	194·50	
11	Junagad State	3′ 3⅜″	1-9-88	§220·22	§220·22	29·50	258·72	
12	Morvi	3′ 3⅜″	4-3-05	132·26	132·26	35·60	167·86	
13	Shahdara (Delhi)-Saharanpur Light	2′ 6″	7-5-07	92·50	92·50	10·95	103·45	Line subsidized by Local Government.*
	TOTAL CLASS II			3,435·97	3,435·97	510·07	3,946·04	

* Receives land only from Government.
† Taken over from Gondal Railway on 1st April 1934.
‡ Includes 3·93 miles, Jamnagar to Bedi-Bunder, worked for goods traffic only and 5·74 miles, Bodeshwar-Rozi, opend for coaching.
§ Includes 0·73 mile of Dungarpur quarry and 0·53 mile of Veraval Dock Estate lines worked for goods traffic only.
†† Includes 1·51 miles of Porbandar Dock Estate Line and 3·70 miles of Banwao quarry line worked for goods traffic.
(c) Subsidy ceased with effect from 1920-21.
**Includes 8·81 Miles Khambhalia Salaya opened for Coaching and Goods traffic.

for the year 1938-39—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1938-39.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1939				Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	..	..	..	..	..	Barsi Light.
..	..	..	..	..	..	Bengal Dooars.
..	..	..	..	..	..	Bengal Dooars Extensions.
	..		..		..	Total—2.
..	..	..	..	..	..	Bhavnagar State.
Sadulpur Rewari (portion).	56·44	..	..	Sadulpur-Rewari . .	31·01	Bikaner State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions.
	..		..		..	Total—5.
..	..	..	..	..	..	Dibru-Sadiya.
..	..	..	..	..	..	Ledo and Tikak Margherita Colliery.
	..		..		..	Total—6.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	..	..	Khijadiya-Dhari.
Prachi Road to Kodinar.	15·65	..	..	..	..	Prachi Road-Kodinar.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	..	..	Bodeli Chhota Udaipur.
	15·65		..		..	Total—7.
..	..	..	..	Kunkavav Dordi .	7·30	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
..	..	..	..	..	..	Porbandar State.
	..	..	..		7·30	Total—8.
..	..	Sikar to Bissau Portion .	67·12	Jhunjhunu to Loharu .	35·80	Jaipur State.
	..		..	Sikar to Bissau . .	47·88	Total—9.
Khambhalia Salaya.	8·81	..	..	..	83·68	Jamnagar-Dwarka.
Badeshwar-Rozi	5·74	..	..	Hadmatia Dhrol-Jodiya Extension.	30	Jamnagar.
..	..	..	..	..	..	Okhamnadal.
	14·55		..	..	30	Total—10.
..	..	..	..	..	..	Junagad State.
..	..	..	..	..	..	Morvi.
..	..	..	..	..	..	Shahdara (Delhi)-Saharanpur Light.
..	86·64		67·12		151·99	TOTAL CLASS II.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement

CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1939.	TRACK MILEAGE OPEN ON 31ST MARCH 1939.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·26	32·69	2·87	35·56	Branch line under guarantee terms.
2	Arrah-Sasaram Light	2′ 6″	6-3-11	65·16	65·16	5·78	70·94	Line subsidized by District Board.
3	Bankura-Damoodar River	2′ 6″	15-12-16	59·95	60·33	7·25	67·58	Branch line under guarantee terms.
4	Barasat-Basirhat Light	2′ 6″	1-2-06	52·24	52·24	5·08	57·32	Line subsidized by District Board.
5	Bengal Provincial	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.
	Dasghara-Jamalpurganj	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.
	Total—5	..	..	41·58	41·58	3·08	44·66	
6	Bukhtiarpur-Bihar Light	2′ 6″	1-7-03	33·00	33·00	3·37	36·37	Line subsidized by District Board.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·90	4·08	36·98	Branch line under guarantee terms.
8	Cutch State	2′ 6″	1-5-05	72·00	72·00	4·50	76·50	Indian State line.
9	Dehri-Rohtas Light	2′ 6″	6-2-11	25·51	25·51	8·09	33·60	Line subsidized by District Board.
10	Dholpur State	2′ 6″	24-2-08	55·44	55·44	5·83	61·27	Indian State line.
11	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·65	28·65	Branch line under guarantee terms.
12	Gwalior Light	2′ 0″	2-12-99	294·92	294·92	*30·27	325·19	Indian State line.
13	Howrah-Amta Light	2′ 0″	1-7-97	43·87	43·87	6·91	50·78	Lines subsidized by District Board.
14	Howrah-Sheakhala Light	2′ 0″	2-8-97	19·75	19·75	1·41	21·16	
15	Jagadhri Light	2′ 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Company's line.
16	Jorhat	2′ 0″	13-9-83	32·50	32·50	1·32	33·82	State line.
17	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·42	5·96	32·38	Branch line under guarantee terms.
18	Kulasekarapatnam Light	2′ 0″	18-7-15	26·75	26·75	..	26·75	Unassisted Company's line.
19	Matheran Hill Light	2′ 0″	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.§
20	Tenpore-Balipara Light	2′ 6″	9-8-94	20·10	20·10	2·42	22·52	Line subsidized by District Board.†
21	Trivellore Light	2′ 0″	17-9-21	2·37	2·37	0·14	2·51	Unassisted Company's line.
22	Udaipur-Chitorgarh	3′ 3½″	1-8-26	145·64	145·64	20·70	166·34	Indian State line
	TOTAL CLASS III	..	..	1,124·68	1,126·09	122·28	1,248·37	

* Includes 1·14 miles of Gwalior Palace siding (5′-6″ gauge) which is being maintained by the Gwalior Light Railway.
§ Receives Land and rebate from Government.
† Subsidy ceased with effect from 1914-15.

for the year 1938-39—concld.

RAILWAYS.

ROUTE MILEAGE OPENED DURING YEAR 1938-39.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1939.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III RAILWAYS.
..	..	..	..	..	..	Ahmadpur-Katwa.
..	..	..	..	..	..	Arrah-Sasaram Light.
..	..	..	..	..	..	Bankura-Damodar River.
..	..	..	..	..	..	Barasat-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Dasghara-Jamalpurganj.
	..		..		..	Total—6.
..	..	..	..	..	..	Bukhtiarpur-Bihar Light.
..	..	..	..	..	..	Burdwan-Katwa.
..	..	..	..	..	..	Cutch State.
..	..	..	..	..	..	Dehri-Rohtas Light.
..	..	..	..	..	..	Dholpur State.
..	..	..	..	..	..	Futwah-Islampur.
..	..	..	..	..	..	Gwalior Light.
..	..	..	..	..	..	Howrah-Amta Light.
..	..	..	..	..	..	Howrah-Sheakhala Light
..	..	..	..	..	..	Jagadhri Light
..	..	..	..	..	..	Jorhat.
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Kulasekarapatnam Light.
..	..	..	..	..	..	Matheran Hill Light.
..	..	..	..	..	..	Tezpore-Balipara Light.
..	..	..	..	..	..	Trivellore Light.
..	..	..	..	..	..	Udaipur-Chitorgarh.
	..		..		..	TOTAL CLASS III.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

9.—Mean mileage worked, number of stations and gradients on Class I Railways during the year 1938-39.

Railway	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Length (in miles).	Inclination.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE.														
Bengal Nagpur ..	2,542·0	408	1·47	10·1	222·0	916·0	204·4	1,354·0	0·87	1 in 50	10·0	573	16·3	15·3
Bombay, Baroda & Central India.	1,259·6	258	*Nil*	1·35	0·61	261·7	95·0	358·7	0·88	1 in 80	5·75	996	14·6	19·9
Eastern Bengal .	900·3	242	*Nil*	*Nil*	0·65	3·42	10·3	14·4	0·65	1 in 100	6·00	955	13·1	10·5
East Indian .	4,455·7	769	0·15	23·0	66·1	304·6	135·4	529·3	0·15	1 in 50	8·00	712	15·0	9·80
Great Indian Peninsula.	3,491·2	510	20·8	24·3	91·5	1,047·1	412·7	1,596·4	0·16	1 in 34	9·92	600	20·4	15·6
Madras and Southern Mahratta.	1,157·2	237	*Nil*	14·1	36·0	185·4	109·0	344·5	0·80	1 in 60	7·96 (c)	720 (c)	22·9	12·1
Nizam's State .	688·1	98	*Nil*	*Nil*	153·7	220·8	30·7	405·2	2·52	1 in 100	4·40	1,300	18·9 (i)	20·2 (i)
North Western .	6,260·2	959	109·7	122·0	225·1	249·7	227·9	934·4	2·75	1 in 25	12·6	455	12·2	13·7
South Indian .	799·1	154	*Nil*	33·4	65·7	135·5	55·2	289·8	1·16	1 in 62	7·16	800	34·8	24·6
Total .	21,553·4	3,635	132·1	228·3	861·4	3,324·2	1,280·6	5,826·7						
3' 3½" GAUGE.														
Assam Bengal .	1,329·3	306	10·3	47·8	31·2	182·3	39·8	311·4	10·1	(d) 1 in 37	15·0	382	14·8	35·2
Bengal and North Western.	2,187·7	365	0·11	1·52	3·16	9·17	8·88	22·8	0·11	1 in 50	8·73	656	10·0	7·96
Bombay, Baroda & Central India.	2,025·1	325	3·40	0·48	19·4	393·9	235·2	652·4	3·40	1 in 40	(e) 8·00	(e) 716	9·55	10·3
Eastern Bengal .	1,071·4	213	0·34	0·63	3·97	40·7	47·5	93·1	0·34	1 in 50	11·5	500	11·1	10·9
East Indian .	65·7	1	*Nil*	*Nil*	*Nil*	0·65	2·80	3·45	0·65	1 in 200	7·66	748	14·7	11·6
Jodhpur . .	1,053·4	165	0·51	*Nil*	1·75	238·9	72·2	313·4	0·51	1 in 50	8·00	716	8·57	11·3
Madras and Southern Mahratta.	1,816·5	278	14·2	53·4	475·6	368·9	107·5	1,019·6	2·01	1 in 40	12·0	479	22·1	37·0
Mysore State .	599·9	100	*Nil*	55·0	208·9	56·3	23·8	344·0	1·05	1 in 70	10·0	573	20·1	24·9
Nizam's State .	664·7	115	*Nil*	*Nil*	11·5	352·7	175·0	539·2	0·78	1 in 100	5·00	1,146	10·8	8·92
Rohilkund and Kumaon.	561·2	105	*Nil*	4·85	8·44	13·8	23·6	50·7	3·31	1 in 70 (h)	12·0 (f)	479	8·70	8·22 (g)
South Indian .	1,770·6	439	24·0	35·3	90·8	368·7	137·1	655·9	0·31	1 in 53	11·5	500	18·0	16·5
Total .	13,145·5	2,412	52·9	199·0	854·7	2,026·0	873·4	4,006·0						
2' 6" AND 2' 0" GAUGES.														
Bengal Nagpur .	926·3	138	0·51	44·2	153·5	205·0	54·9	458·1	0·51	1 in 50	14·0	409	18·6	38·3
Bombay, Baroda & Central India.	224·5	64	*Nil*	4·20	29·1	35·2	10·4	78·9	0·35	1 in 75	12·0	478	18·3	40·1
Eastern Bengal .	36·9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Great Indian Peninsula.	244·4	48	*Nil*	1·81	60·8	63·4	14·5	140·5	0·80	1 in 80	12·0	478	22·6	41·3
Mysore State .	128·8	27	5·43	6·67	47·7	*Nil*	12·7	72·5	5·43	1 in 50	40·0	143	10·1	25·2
North Western .	679·8	86	108·9	42·8	97·5	85·5	41·2	375·9	0·80	1 in 20	52·1	110	21·6	125·2
South Indian .	98·7	15	*Nil*	32·8	11·9	19·4	2·50	66·6	2·39	1 in 67	6·00	955	30·2	62·2
Total .	2,339·4	392	114·8	132·5	400·5	408·5	136·2	1,192·5						
GRAND TOTAL .	37,038·3	6,439	299·8	559·8	2,116·6	5,758·7	2,290·2	11,025·2						

(a)

	Mean mileage worked.	Number of Stations.
Class II Railways	3,452·98	627
Class III Railways	1,150·47	340

(b) Excludes block huts, branch booking offices, out agencies and train halts.

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5·73° and radius = 1,000 ft.

(d) 1 in 37 on a straight compensated to 1 in 43 on curves.

(e) Excepting Mhow Ghat section on which the maximum curvature is 10·2° and radius = 560 ft.

(f) The sharpest curve on the Travancore Ghat is 477 ft. and on the Nilgiri Mountain Ry. it is 318 ft. (specially sanctioned).

(g) The figure is for plains section the figure for ghat section being 341·7°.

(h) Excepting the Nilgiri Mountain Rly. on which the Steepest Gradient worked is 1 in 12·28 for a length of 0·28 mile, 1 in 12·50 generally in the rack section and 1 in 25 for a length of 2·63 miles in the adhesive Section.

(i) Figures relating to Nok-Kundi-Zahidan, Landi Kotal-Landi Khana and Baijnath Paprola-Jogindarnagar Sections (closed to traffic) not excluded while calculating the results.

10.—Statement of Rolling Stock in Service on Class I Railways on the 31st March 1939.

A.—Locomotives and Rail Motors, etc.—*By gauges.*

Railway.	Locomotives.						Rail Cars (Steam propelled).			Rail Cars (internal combustion engine propelled).			Electric motor coaches.			
	Steam.			Electric.	Total tractive effort lbs.			Seats.			Seats.			Seats.		Average weight in tons.
	Tender.	Tank.	Total.		Steam.	Electric.	No.	Upper.	Lower.	No.	Upper.	Lower.	No. (in units.)	Upper.	Lower.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ Gauge.																
Bengal Nagpur	604	52	656	..	20,393,024	..	2	48	160	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	321	*39	360	2	9,414,737	10,000	..	..	..	..	..	..	40	..	7,280	71
Eastern Bengal	220	74	294	..	7,462,642	..	..	..	..	..	..	..	..	..	..	..
East Indian	1,131	411	1,542	..	36,655,166	..	3	30	270	..	..	..	..	..	..	..
Great Indian Peninsula	597	67	664	66	17,774,835	2,065,000	..	..	..	1	..	55	53	..	4,388	67
Madras and Southern Mahratta.	240	58	298	..	7,507,628	..	..	..	..	6	..	660	..	..	..	..
Nizam's State	81	4	85	..	2,122,026	..	..	..	..	..	..	..	..	..	..	..
North Western	1,070	109	1,179	2	31,381,296	58,352	(a)7	7	589	..	..	..	..	..	..	..
South Indian	135	17	152	..	3,397,630	..	..	..	..	..	..	..	..	..	..	..
Total	4,399	831	5,230	70	136,108,984	2,133,352	12	85	1,019	7	..	715	93	..	11,668	138
3′ 3½″ Gauge.																
Assam Bengal	190	13	203	..	3,131,377	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western.	364	29	393	..	5,259,565	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	400	65	465	..	7,176,313	..	3	36	307	..	..	..	..	..	..	..
Eastern Bengal	205	2	207	..	3,290,617	..	..	..	..	2	..	56	..	..	..	..
Jodhpur	99	4	103	..	1,397,211	..	..	..	..	1	7	5	..	..	..	..
Madras and Southern Mahratta.	314	5	319	..	5,370,194	..	..	..	..	..	..	..	..	..	..	..
Mysore State	67	6	73	..	1,134,041	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	71	12	83	..	1,269,761	..	2	..	224	..	..	..	..	..	..	..
Rohilkund and Kumaon	84	5	89	..	1,222,541	..	..	..	..	..	..	..	..	..	..	..
South Indian	315	69	384	4	5,433,602	41,600	..	..	..	3	..	220	24	720	528	38
Total	2,109	210	2,319	4	34,685,222	41,600	5	36	531	6	7	281	24	720	528	38
2′ 6″ Gauge.																
BengalNagpur	101	14	115	..	1,599,570	..	3	18	96	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	9	18	27	..	236,279	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	9	9	..	34,598	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	13	8	21	..	309,392	..	..	..	..	1	..	58	..	..	..	..
Mysore State	10	3	13	..	97,915	..	..	..	..	..	..	..	..	..	..	..
North Western	68	32	100	..	1,439,976	..	3	..	108	6	70	..	1	15	..	13
South Indian	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total	207	89	296	..	3,855,739	..	6	18	204	7	70	58	1	15	..	13

* Includes one Diesel Electric Shunting Engine. (a) Includes one used as an Inspection Car without rearrangement of the seats.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—contd.

B.—COACHING STOCK.—*Broad and metre gauges.*

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	426	..	163	4,296	36,974	12	36	..	..	54
Bombay, Baroda and Central India	(a) 474	(b) 1,434	(c) 5,683	..	(d) 48,605	17	..	32	..	883
Eastern Bengal	251	379	51	318	29,975	18	105	24	72	444
East Indian	1,114	841	1,888	10,272	102,936**	288	196	165	..	††16,148
Great Indian Peninsula	*614	1,563	1,739	71	†58,011	..	..	..	..	..
Madras and Southern Mahratta	214	80	300	..	23,604	(k) 63	..	28	..	2,840
Nizam's State	42	..	..	..	5,156	18	12	109	..	573
North Western	956	208	427	3,186	94,559	80	..	..	..	3,720
South Indian	139	162	104	..	13,245	..	..	..	..	..
Total	4,230	4,667	10,355	18,143	413,065	496	349	358	72	24,662
3′ 3⅜″ GAUGE.										
Assam Bengal	267	1,014	..	294	15,792	10	..	..	..	270
Bengal and North Western	449	11	..	725	39,296	(g) 533	186	320	1,352	19,331
Bombay, Baroda and Central India	646	120	60	..	51,663	193	366	576	..	2,568
Eastern Bengal	299	210	..	528	20,273	(i) 25	108	..	74	284
Jodhpur	79	32	..	..	5,869	58	39	104	312	624
Madras and Southern Mahratta	255	32	162	..	16,888	87	72	96	..	2,106
Mysore State	91	..	54	..	5,883	12	..	12	..	333
Nizam's State	41	..	..	..	3,431	(j) 40	54	192	..	1,186
Rohilkund and Kumaon	64	..	..	..	5,724	(h) 102	96	78	70	3,046
South Indian	(e)781	593	538	..	(f) 49,508	..	..	..	..	..
Total	2,972	2,012	814	1,547	214,327	1,060	921	1,378	1,808	29,742

* Includes 100 bogies Electric Stock.
(a) includes 120 Electric Trailer Coaches.
(b) Includes 720 1st class seats of Electric Stock.
(c) Includes 4,600 2nd class seats of Electric Stock.
(d) Includes 12,920 3rd class seats of Electric Stock.
**Includes 752 seats for servants in Higher class stock and 13,554 seats in 127 Replaced vehicles running as Mela Stock.
††Includes 10 seats for servants in Higher class stock.
† Includes 11,402 Third class seats of Electric Stock.
(e) Includes 48 Trailer Electric Coaches.
(f) Includes 3,456 Third class seats of Electric Stock.
(g) Includes 366 six-wheelers.
(h) Includes 27 six-wheelers.
(i) Includes 7 six-wheelers.
(j) Six-wheeled.
(k) Includes one six-wheeler.

16.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—contd.

B.—Coaching Stock—*Broad and metre gauges*—contd.

Composite passenger carriages, excluding those fitted with brake van or mail accommodation.										
Bogies.					*Four-wheelers.*					
No.	Seats by classes.				No.	Seats by classes.				Railway.
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
										5′ 6″ Gauge.
(o)171	1,693	2,941	1,831	1,298	12	66	126	..	..	Bengal Nagpur.
113	1,323	2,602	150	2,685	7	42	84	..	..	Bombay, Baroda and Central India.
252	1,662	2,773	9,268	9,469	16	98	171	54	72	Eastern Bengal.
482	2,916	6,283	10,761	‡‡12,982	§§16	116	173	..	¶8	East Indian.
‡303	§2,801	§5,782	2,057	§7,317	..	..	..	..	..	Great Indian Peninsula.
153	428	1,910	2,206	6,652	10	46	77	..	..	Madras and Southern Mahratta.
26	254	618	..	514	4	24	50	..	..	Nizam's State.
601	3,349	4,159	10,290	27,348	46	338	414	..	5	North Western.
66	720	1,818	..	1,060	..	..	..	.	..	South Indian.
2,167	15,146	28,886	36,563	69,325	111	730	1,095	54	85	Total.
										3′ 3¾″ Gauge.
152	942	..	1,966	4,549	..	..	..	..	..	Assam Bengal.
79	524	738	1,168	1,212	(l) 119	567	576	608	934	Bengal and North Western.
168	1,368	1,920	162	2,715	21	126	126	..	..	Bombay, Baroda and Central India.
155	937	880	2,022	2,940	(n)33	198	226	14	14	Eastern Bengal.
52	150	230	909	994	13	45	52	12	.	Jodhpur.
147	376	1,029	1,563	3,178	7	28	42	..	..	Madras and Southern Mahratta.
39	170	438	120	701	..	..	..	..	..	Mysore State.
14	123	260	..	141	‖8	51	110	..	..	Nizam's State.
27	147	216	370	808	(m)20	67	69	139	139	Rohilkund and Kumaon.
188	1,099	2,757	177	3,379	3	18	24	..	.	South Indian.
1,021	5,836	8,468	8,457	20,617	224	1,100	1,225	773	1,087	Total.

‡ Includes 50 Bogies Electric Stock.
§ Includes 591 First, 2,104 Second and 1,773 Third class seats of Electric Stock; and excludes 52, 56 and 100 Dining seats respectively.
‖ Six-Wheeled.
(l) Includes 90 six-wheelers.
(m) Includes 6 six-wheelers.
(n) Includes 17 six-wheelers.
(o) Includes 2 Steam Coaches.
§§ Excludes 3 Steam Coaches shown in statement No. 10-A (page 79).
‡‡ Includes 2,274 seats for servants in Higher class stock.
¶ Represent seats for servants in Higher class stock.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					*Four wheelers.*								
	No.	Seats by classes.				No.	Seats by classes.				No. (in units).	Seats.	No. (in units).	Seats.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5′ 6″ GAUGE.														
Bengal Nagpur	144	..	..	276	8,296	3	..	..	23	77	..	..	15	390
Bombay, Baroda and Central India.	107	..	..	1,407	6,075	..	..	..	..	..	..	..	9	288
Eastern Bengal	208	24	30	993	17,597	1	..	..	..	36	..	..	2	72
East Indian	549	20	34	612	34,115	10	..	..	..	426	..	..	(*d*)19	(*f*)479
Great Indian Peninsula	245	112	296	..	12,066	..	..	..	..	..	58	†3,133	29	(*e*)962
Madras and Southern Mahratta.	147	..	..	384	8,337	2	..	..	..	100	..	..	5	142
Nizam's State	17	..	..	..	796	..	..	..	..	..	..	..	..	..
North Western	523	956	989	1,199	22,915	..	..	..	..	..	18	1,152	30	640
South Indian	118	72	144	..	7,651	..	..	..	..	..	..	..	2	64
Total	2,058	1,184	1,493	4,871	117,848	16	..	..	23	639	76	4,285	111	3,037
3′ 3⅜″ GAUGE.														
Assam Bengal	162	..	..	1,398	4,790	24	..	..	..	96	..	..	2	(*e*)46
Bengal and North Western	47	..	..	..	2,255	(*a*)24	..	..	..	609	..	..	*1	8
Bombay, Baroda and Central India.	190	..	..	..	10,107	..	..	..	..	..	..	..	5	(*b*)160
Eastern Bengal	155	..	..	138	6,208	4	..	..	..	63	..	..	2	30
Jodhpur	68	..	..	..	3,655	4	..	..	..	80	..	..	4	66
Madras and Southern Mahratta.	127	..	..	480	4,023	120	..	..	..	1,487	..	..	..	..
Mysore State	45	..	..	48	1,497	26	..	..	..	368	..	..	6	162
Nizam's State	19	..	128	..	484	*2	..	..	..	42	..	..	..	..
Rohilkund and Kumaon	23	..	..	53	1,209	*1	..	..	13	19	..	..	1	(*g*)25
South Indian	354	..	..	..	19,006	..	..	..	..	..	..	..	8	160
Total	1,190	..	128	2,117	53,234	205	..	..	13	2,764	..	..	29	647

* Six-wheeled.

† 123 First class and 3,010 Third class.

(*a*) Includes 16 six-wheelers.

(*b*) Includes 72 Dining seats of 6 Bogies' composite 1st, 2nd and Dining Cars included in the number 168 shown under column 12, page 81.

(*c*) Excludes 211 seats for servants.

(*d*) Includes 11 six-wheeled Bogies.

(*e*) 36 First class and 10 third class.

(*f*) 374 First class and 105 Third class.

(*g*) Includes 1 Berth for Manager.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—contd

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
									5′ 6″ GAUGE.
2	7	..	..	6	30	..	..	791	Bengal Nagpur.
1	7	..	..	12	144	§10	111	750	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	753	Eastern Bengal.
12	32	..	..	(*k*)24	155	2	4	2,516	East Indian.
5	17	..	..	21	216	..	..	1,275	Great Indian Peninsula.
3	(*l*)6	..	..	3	21	‡2	12	602	Madras and Southern Mahratta.
¶11	62	3	6	6	46	..	..	127	Nizam's State.
26	121	..	..	(*i*)23	110	..	..	2,303	North Western.
2	18	..	..	2	16	..	..	329	South Indian.
64	276	3	6	100	748	14	127	9,446	Total.
									3′ 3¼″ GAUGE.
1	2	1	5	1	3	..	..	620	Assam-Bengal.
2	4	‡1	2	..	..	(*h*)14	22	1,269	Bengal and North Western.
6	22	1	1	16	94	1	2	1,247	Bombay, Baroda and Central India.
2	4	..	..	2	5	..	..	677	Eastern Bengal.
..	..	..	..	..	..	..	..	278	Jodhpur.
1	4	..	..	1	6	1	3	746	Madras and Southern Mahratta.
6	31	..	..	..	..	..	..	225	Mysore State.
4	18	‡1	4	1	3	‡1	4	131	Nizam's State.
..	..	..	..	..	..	(*j*)3	4	241	Rohilkund and Kumaon.
2	4	..	..	3	38	..	..	1,339	South Indian.
24	89	4	12	24	149	20	35	6,773	Total.

§ Includes 3 six-wheelers with 27 berths.
¶ Includes 3 First class State carriages.
‡ Six-wheeled.

(*h*) Includes 6 six-wheelers.
(*i*) Tourist cars.
(*j*) Includes 1 six-wheeler.
(*k*) Includes 12 six-wheeled Bogies.
(*l*) Excludes 12 dining berths.

IV.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.	No.	No. (in units).	No. (in units).	No. (in units).	Stalls.	No. (in units).	
48	49	50	51	52	53	54	55	56	57
5′ 6″ GAUGE.									
Bengal Nagpur	..	..	28	..	73	32	192	11	63
Bombay, Baroda and Central India	..	..	..	..	58	25	150	89	2
Eastern Bengal	3	..	..	..	43	37	222	139	97
East Indian	..	..	4	11	231	148	888	(e)30	(d)51
Great Indian Peninsula	..	..	..	2	53	95	546	22	263
Madras and Southern Mahratta	..	..	..	4	52	33	198	80	2
Nizam's State	..	..	..	1	9	9	54	..	*9
North Western	13	..	..	..	117	139	834	148	(a) 417
South Indian	5	..	..	..	40	15	90	61	..
Total	30	..	32	18	676	533	3,174	580	904
3′ 3⅜″ GAUGE.									
Assam Bengal	9	43	..	..	30	12	48	4	42
Bengal and North Western	..	..	..	..	(c) 33	30	120	..	(b) 3
Bombay, Baroda and Central India	..	..	..	..	60	71	284	22	6
Eastern Bengal	5	..	..	1	36	30	120	186	50
Jodhpur	..	..	..	..	(f)8	8	32	7	3
Madras and Southern Mahratta	..	..	..	..	29	34	136	34	13
Mysore State	..	2	..	..	8	14	56	16	8
Nizam's State	..	..	..	..	4	12	48	..	*2
Rohilkund and Kumaon	..	..	3	..	9	12	48	6	7
South Indian	11	..	5	..	45	44	104	10	13
Total	25	45	8	1	262	267	996	285	147

* Includes 2 State Vehicles (1 four wheeled Dynamo van and 1 Third class bogie and kitchen).
(a) Includes 162 Cold Storage Vans and 23 Insulated Fruit Vans
(b) Includes 1 six-wheeler.
(c) Includes 12 six-wheelers.
(d) Includes one six-Wheeled Bogie. 3 Bogie Parcel Vans are provided with insulation in one comptt. of each.
(e) 3 Bogie Luggage Vans are provided with insulation in one comptt. of each.
(f) Includes 3 combined Motor and Parcel Vans.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1939—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—concld.

BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units. (Cols. 46, 58 to 60.)	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.			No.	Berths.	
No.	No.					
58	59	60	61	62	63	64
						5′ 6″ GAUGE.
..	..	207	998	182	(*g*) 140	Bengal Nagpur.
31	3	174	958	20	40	Bombay, Baroda and Central India.
..	12	319	1,084	67	(*h*) 126	Eastern Bengal.
...	72	475	3,063	(*o*)366	264	East Indian.
14	14	444	1,747	180	297	Great Indian Peninsula.
..	32	171	805	82	270	Madras and Southern Mahratta.
..	5	28	‡160	12	22	Nizam's State.
..	105	834	3,242	251	458	North Western.
..	..	121	450	30	43	South Indian.
45	243	2,773	12,507	1,190	1,660	Total.
						3′ 3⅜″ GAUGE.
..	..	140	760	110	319	Assam Bengal.
1	(*k*)162	66	1,498	(*l*)89	48	Bengal and North Western.
33	3	159	1,442	29	48	Bombay, Baroda and Central India.
...	23	308	1,008	90	(*i*) 114	Eastern Bengal.
4	10	26	318	47	105	Jodhpur.
..	..	108	856	99	132	Madras and Southern Mahratta.
..	11	48	284	10	47	Mysore State.
..	13	18	(*j*)162	(*n*)23	15	Nizam's State.
...	..	37	278	(*m*)13	17	Rohilkund and Kumaon.
..	..	128	1,467	55	77	South Indian.
38	222	1,038	8,073	565	922	Total.

‡ Includes 16 units of State Stock for private use.
(*g*) Excludes 16 chairs.
(*h*) Excluding those of one Inspection Car and one electric charging van.
(*i*) Excluding those of 1 tender to saloon, 1 electric charging van, 1 Inspection car, and one cinema car.
(*j*) Includes 7 units of State Stock for private use.
(*k*) Includes 122 six-wheelers.
(*l*) Includes 14 six-wheelers and 5 bogies.
(*m*) Includes 5 six-wheelers.
(*n*) Includes 14 workmen's train Carriages.
(*o*) Includes 1 six-wheeled Reserved & 1 six-wheeled Bogie Reserved.

10.—*Statement of Rolling Stock in service on Class I Railways*

C.—Goods

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal Nagpur .	..	7,433	..	..	157,994	..	12,445	..	..	274,721	..	50
Bombay, Baroda & Central India.	353	5,575	..	..	128,651	19	2,093	..	..	46,369	..	..
Eastern Bengal .	970	6,078	..	2	141,871	85	72	..	2	3,112	208	513
East Indian .	17	30,542	6	2	611,247	30	16,987	12	14	358,133	12	203
Great Indian Peninsula.	2,118	8,982	..	1,076	267,664	463	2,728	..	215	74,475	402	185
Madras & Southern Mahratta.	372	3,809	..	..	92,583	14	990	..	73	25,788	..	331
Nizam's State .	..	(*a*) 927	..	..	19,931	..	(*b*) 923	..	..	20,398	..	151
North Western .	259	22,368	190	108	512,399	5	2,526	2	99	58,262	5	1,621
South Indian .	..	1,507	..	..	33,127	..	614	..	..	13,571	..	..
Total .	4,089	87,221	196	1,188	1,965,467	616	39,378	14	403	874,829	627	3,054

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3⅜″ Gauge.												
Assam Bengal .	459	3,938	100	..	49,996	11	..	44	..	990	..	..
Bengal & North-Western.	3,819	5,830	955	..	122,263	..	..	..	..	..	424	950
Bombay, Baroda & Central India.	66	5,369	347	95	77,249	216	128	462	14	12,483	..	383
Eastern Bengal .	988	2,109	657	801	73,144	..	10	2	10	457	133	163
Jodhpur . .	..	1,516	490	300	27,788	..	..	..	..	..	..	97
Madras & Southern Mahratta.	205	2,987	1,809	40	73,520	..	699	65	43	12,733	4	..
Mysore State .	3	545	298	22	12,544	..	200	136	43	5,901	..	17
Nizam's State .	..	967	..	..	12,378	..	*33	..	..	373	..	‡245
Rohilkund and Kumaon.	303	1,278	374	..	34,098	..	..	30	..	540	2	255
South Indian .	346	1,237	1,748	45	53,133	42	346	·176	349	15,432	..	..
Total .	6,189	25,776	7,278	1,303	536,113	269	1,416	915	459	48,909	563	2,110

* 3 of these have been coupled to goods brake vans.

(*a*) 20 of these are being used as coaching vehicles.

(*b*) Includes 11 open wagons stencilled as coaching vehicles.

‡ 2 of these are being utilised as temporary water tanks and 12 wagons suitable for conveyance of carriages and motor cars by passenger trains.

on the 31st March 1939—Broad and Metre gauges—contd.

Stock.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trollies). (In units.)	Travelling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 24 tons and under.	*Timber or rail wagons.* Over 24 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															5′ 6″ GAUGE.
..	..	965	28	10	250	582	30	168	1,113	22,109	474	211	78	2	B. N.
§36	224	10,578	990	11	20	..	30	133	1	9,485	193	517	16	18	B. B. & C. I.
15	..	15,623	..	4	24	97	87	86	104	8,347	108	122	32	5	E. B.
..	..	4,051	103	34	10	406	25	604	362	49,369	954	1,149	123	32	E. I.
..	..	9,982	1,443	32	180	70	84	195	29	18,202	506	602	89	22	G. I. P.
..	..	7,111	3	32	99	9	56	91	7	5,886	123	91	33	2	M. & S. M.
..	..	3,262	..	..	10	..	..	..	..	2,011	38	165	5	12	N. S.
..	142	42,631	4	48	1	439	107	449	†241	28,613	354	406	99	20	N. W.
..	..	..	..	13	101	12	23	7	4	2,281	77	136	7	..	S. I.
51	366	94,203	2,571	184	695	1,615	442	1,733	1,861	146,303	2,827	3,399	432	113	Total

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service (in units).	Railway service vehicles (including inspection trollies) (in units).	Travelling Cranes and their dummy trucks (in units).	Road Motors.	Railway.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 15 tons and under.	*Timber or rail wagons.* Over 15 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															3′ 3¾″ GAUGE.
..	..	..	14	1	..	190	180	113	170	5,220	2	596	19	2	A. B.
28	..	15,587	..	..	277	100	20	156	1	12,560	130	32	47	1	B. & N. W.
229	..	9,036	962	25	4	270	6	36	24	8,636	173	633	44	4	B. B. & C. I.
102	108	8,006	..	8	80	169	11	55	10	5,416	81	106	40	..	E. B.
70	223	6,750	35	3	..	..	8	21	..	2,763	50	93	2	..	Jodhpur.
136	45	3,777	108	11	118	21	26	68	172	6,557	241	104	36	..	M. & S. M.
..	..	198	43	3	55	28	2	27	..	1,422	31	2	17	(c) 5	Mysore State.
..	2	2,966	..	..	13	..	1	3	..	1,264	45	127	6	1	N. S.
..	..	2,962	..	2	59	40	..	..	7	2,850	64	73	26	1	R. & K.
5	8	271	..	9	..	125	26	97	13	4,572	222	1,409	20	1	S. I.
570	386	49,553	1,162	62	606	943	280	576	397	51,260	1,039	3,175	257	15	Total.

§ Includes one Six-wheeler.
† Includes 234 sugar cane trucks.
(c) 4 Buses and a lorry.

10.— *Statement of Rolling Stock in service on Class I Railways on the 31st March 1939*—concld.

COACHING STOCK—(*Narrow gauge*).

Railway.	PASSENGER VEHICLES. (For public use.) No. (in units).	Seats by Classes. 1st.	2nd.	Inter.	3rd.	Other coaching vehicles (including brake vans for public use). In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailer for public use. In units.
1	2	3	4	5	6	7	8	9	10
2′ 6″ GAUGE.									
Bengal Nagpur	354	486	500	835	9,542	26	380	23	3
Bombay, Baroda and Central India	72	(*a*)	176	(*a*)	3,008	..	72	..	..
Eastern Bengal	57	70	30	113	1,457	..	57	..	..
Great Indian Peninsula	48	(*a*)	66	..	1,856	2	50	1	...
Mysore State	23	..	36	..	943	..	23	2	..
North Western	282	364	556	869	9,359	60	342	10	..
South Indian	34	..	40	..	783	..	34	1	..
TOTAL	870	920	1,404	1,817	26,948	88	958	37	3

GOODS STOCK—(*Narrow gauge*).

Railway.	Goods wagons (including special wagons and brake-vans). Number (In units).	Total capacity (in tons).	Railway service wagons. (In units).	Remarks.
1	2	3	4	5
2′ 6″ GAUGE.				
Bengal Nagpur	*1,986	**30,815	12	
Bombay, Baroda and Central India	‖336	¶4,183	1	
Eastern Bengal	†23	††101	...	
Great Indian Peninsula	‡206	‡‡3,220	30	
Mysore State	134	1,201	7	
North Western	§824	§§1,488	23	
South Indian	78	765	(*b*)1	
TOTAL	3,587	51,773	74	

* Includes 303 special wagons.
** Includes 3,401 tons carrying capacity of 303 special wagons.
† Includes 5 special wagons.
†† Includes 29 tons carrying capacity of 6 special wagons.
‡ Includes 5 special wagons.
‡‡ Includes 30 tons carrying capacity of 5 special wagons.
§ Includes 127 special wagons.
§§ Includes 1,111 tons carrying capacity of 127 special wagons.
‖ Includes 16 special wagons.
(*a*) Included in next column.
¶ Includes 61 tons carrying capacity of 16 special wagons.
(*b*) Motor Inspection Trolly.

11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN, ROLLING STOCK ON CLASS I RAILWAYS DURING THE YEAR 1938-39.

11.—*Statement of net additions to, or reductions in*

Note.—The figures in this statement are not susceptible of comparison with the previous year due to certain adjustments carried out at the instance of the railways.

Railway.	Locomotives.			Rail Cars (Steam Propelled).		Rail Cars (Internal Combustion Engine Propelled).		Electric motor coaches.		Coaching vehi used exclusively	
	Steam.	Electric.								Pass	
	No.	No.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	No. (in units).	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ GAUGE.											
Bengal Nagpur	..	..	51,420	..	..	..	..	..	..	31	57
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	*2,480	—8	—379
Eastern Bengal	..	..	—4	..	..	..	..	..	..	10	—398
East Indian	..	..	..	..	..	..	..	..	..	—38	—177
Great Indian Peninsula	(a)—18	(b)1	—305,189 (c)	..	..	..	..	..	..	—34	—158
Madras and Southern Mahratta	..	..	50,003	..	..	†	†	..	..	—58	—162
Nizam's State	..	..	..	..	..	..	..	..	..	—1	..
North Western	—5	..	—100,968	..	..	—1	34	..	..	—91	62
South Indian	1	..	23,094	..	..	..	..	..	..	1	..
Total	—22	1	—280,744	..	..	—1	34	..	2,480	—188	—1,279
3′ 3¾″ GAUGE.											
Assam-Bengal	—1	..	21,570	..	..	..	..	..	..	10	—16
Bengal and North Western	—1	..	44,130	..	..	..	..	..	..	2	—12
Bombay, Baroda and Central India	5	..	88,407	..	..	..	..	..	..	5	6
Eastern Bengal	..	..	11,136	..	..	..	..	..	..	14	21
Jodhpur	—4	..	—2,251	..	..	..	..	..	..	11	24
Madras and Southern Mahratta	—2	..	34,195	..	..	..	..	..	..	—4	—92
Mysore State	..	..	..	..	..	..	..	..	..	2	..
Nizam's State	—4	..	—35,968	..	..	..	..	..	..	4	15
Rohilkund and Kumaon	6	..	89,296	..	..	..	..	..	..	..	..
South Indian	1	..	18,850	..	..	..	..	..	12	10	—86
Total	..	..	269,365	..	..	..	..	..	12	54	—140
2′ 6″ & 2′ 0″ GAUGES.											
Bengal Nagpur	..	..	33,722	..	..	..	..	..	..	—8	—37
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..	..	—1	..
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..	..	..	..
North Western	..	..	30	..	..	..	..	..	—1	—9	—18
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total	..	..	33,752	..	..	..	..	..	—1	—18	—55

* Due to increased carrying capacity.
(a) Due to scrapping of 18 engines from Supernumerary stock during the year.
(b) Due to one passenger electric locomotive placed on the line during the year.
(c) Due to changes in (a) & (b).
† In Cols. 7 & 8 no figures (instead of 6 & 660, respectively) have been shown as the difference is only due to the non-exhibition of these figures in 1937-38.

Rolling Stock on ***Class I Railways*** *during the year 1938-39—(By gauges).*

CLES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					Railway Service vehicles, including Officers carriages, Inspection trollies, Travelling cranes and Dummy Trucks.		Road Motors.	Railway.
enger carriages.			Other coaching vehicles including brake vans (in units).	Covered wagons.		Open wagons		Special wagons including brake vans (in units).				
Seats.				No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).		Passenger (in units).	Goods (in units).		
2nd.	Inter.	3rd.										
13	14	15	16	17	18	19	20	21	22	23	24	25
												5′ 6″ GAUGE.
235	103	1,483	7	475	10,545	—329	—6,229	—2	20	2	..	Bengal Nagpur.
—17	..	731	—6	—20	25	—22	§—352	87	..	—1	..	Bombay, Baroda and Central India.
—451	—169	2,633	4	89	1,707	88	1,723	17	—4	4	1	Eastern Bengal.
—136	363	—2,278	—8	—477	—7,469	725	16,953	—27	30	—23	..	East Indian.
418	180	—2,978	—10	184	4,301	—37	—574	—31	—7	—6	..	Great Indian Peninsula.
—46	—125	491	2	52	3,109	1	49	—15	..	—3	..	Madras and Southern Mahratta.
16	..	71	—1	—9	—228	—22	—488	..	..	7	..	Nizam's State.
—279	—1,379	—4,074	—37	89	38,674	50	2,384	—81	—8	1	..	North Western.
..	..	70	4	..	—91	—1	—49	7	—1	..	..	South Indian.
—260	—1,027	—3,851	—45	383	50,573	453	13,417	—45	30	—19	1	Total.
												3′ 3⅜″ GAUGE.
..	154	373	6	—149	—1,487	..	..	55	—2	..	..	Assam-Bengal.
—16	..	269	..	224	2,920	—9	—86	—1	7	4	..	Bengal and North Western.
78	..	862	—6	41	386	—71	—1,116	3	..	2	..	Bombay, Baroda and Central India.
63	22	182	14	—3	1,007	..	—100	3	7	14	..	Eastern Bengal.
32	118	223	3	199	3,581	..	1	4	1	1	..	Jodhpur.
36	277	13	—5	—37	—394	—8	—52	10	—9	2	..	Madras and Southern Mahratta.
..	..	152	..	426	4,900	9	121	..	1	..	..	Mysore State.
24	..	275	—1	..	—22	—17	—208	—5	..	—4	..	Nizam's State.
..	—22	—68	..	—3	—30	..	..	—3	..	..	..	Rohilkund and Kumaon.
—44	..	—406	..	110	2,019	—1	26	8	—7	—1	..	South Indian.
173	549	1,875	11	808	12,880	—97	—1,414	74	—2	18	..	Total.
												2′ 6″ & 2′ 0″ GAUGES.
—6	18	—145	..	..	1	..	1	—1	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	8	120	..	..	..	..	Bombay, Baroda and Central India.
..	..	—16	..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	—22	..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	..	..	..	..	Mysore State.
16	..	—322	..	..	—1	—1	‡37	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.
10	18	—505	..	..	..	7	158	—1	..	..	..	Total.

§ The net figure —352, instead of 2,102, has been adopted in adjustment of incorrect figures of 'Capacity' shown in 1937-38.
‡ The net figure 37, instead of 262, has been adopted in adjustment of incorrect figures of 'Capacity' of 127 Special Wagons shown in 1937-38.

12.—Statement of Passenger Revenue Statistics of

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a)	Passengers carried	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1937-38*	*20,9*	*91,7*	*1,525,8*	*15,388,3*	*17,026,7*	*529,8*	*23,4*	*101,1*
	1938-39	19,3	87,7	1,555,2	15,549,5	17,211,7	543,9	21,5	97,3
Bombay, Baroda and Central India	*1937-38*	*41,7*	*1,457,9*	*64,9*	*60,045,3*	*61,609,8*	*2,676,9*	*48,3*	*1,511,3*
	1938-39	40,2	1,388,3	62,9	62,736,8	64,228,2	3,324,1	46,1	1,437,1
Eastern-Bengal	*1937-38*	*41,2*	*241,2*	*2,341,1*	*28,345,7*	*31,469,2*	*1,124,0*	*46,5*	*256,6*
	1938-39	42,6	244,7	2,444,5	29,017,8	31,749,6	1,327,2	48,6	260,4
East Indian	*1937-38*	*57,5*	*333,9*	*3,360,3*	*54,964,1*	*58,715,8*	*2,768,4*	*66,3*	*367,9*
	1938-39	56,2	338,1	3,364,1	56,067,1	59,825,5	2,655,9	64,3	366,8
Great Indian Peninsula	*1937-38*	*52,3*	*728,9*	*103,9*	*50,616,6*	*51,502,2*	*1,619,4*	*64,4*	*769,3*
	1938-39	51,8	695,1	111,0	53,573,7	54,431,6	1,737,6	63,3	734,4
Madras and Southern Mahratta	*1937-38*	*10,3*	*108,3*	*320,2*	*16,936,8*	*17,376,1*	*911,3*	*16,3*	*135,4*
	1938-39	9,9	103,0	322,0	17,311,2	17,746,1	1,267,3	15,6	146,6
Nizam's State	*1937-38*	*4,3*	*26,6*	*2,3*	*3,128,0*	*3 161,7*	*253,6*	*6,6*	*37,2*
	1938-39	4,4	30,4	2,5	3,350,6	3,387,9	266,8	6,8	40,0
North-Western	*1937-38*	*42,7*	*283,0*	*1,726,3*	*64,989,2*	*67,041,2*	*1,144,7*	*49,3*	*308,6*
	1938-39	39,4	273,3	1,564,0	61,869,5	63,746,2	1,213,4	46,3	298,4
South Indian	*1937-38*	*5,3*	*91,7*	*Nil*	*13,298,2*	*13,395,7*	*678,4*	*3,3*	*110,1*
	1938-39	5,9	80,1	Nil	12,902,0	12,988,0	774,1	9,1	103,0
TOTAL 5′ 6″ GAUGE	*1937-38*	*277,7*	*3,363,2*	*9,445,3*	*308,212,2*	*321,298,4*	*11,707,0*	*330,4*	*3,597,5*
	1938-39	269,7	3,240,7	9,426,2	312,378,2	325,314,8	13,110,3	321,6	3,484,0
3′ 3⅜″ GAUGE.									
Assam Bengal	*1937-38*	*39,8*	*1,0*	*342,8*	*12,507,0*	*12,890,6*	*356,6*	*44,2*	*1,6*
	1938-39	39,6	8	351,3	13,257,0	13,648,7	374,0	43,6	1,2
Bengal and North Western	*1937-38*	*12,4*	*88,3*	*393,4*	*30,744,9*	*31,239,5*	*1,246,4*	*13,3*	*93,9*
	1938-39	11,9	89,3	418,0	31,130,4	31,649,6	1,122,9	12,5	93,4
Bombay, Baroda and Central India.	*1937-38*	*9,1*	*87,3*	*15,4*	*20,753,8*	*20,865,6*	*2,854,4*	*15,8*	*123,0*
	1938-39	7,9	93,2	19,8	21,821,3	21,942,2	3,812,8	13,7	132,0

Class I Railways for the years 1937-38 and 1938-39.

(in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									5′ 6″ GAUGE.
1,530,5	*15,901,5*	*17,556,5*	*20,227,0*	*5,780*	*17,443*	*62,725*	*761,130*	*847,078*	Bengal Nagpur.
1,577,5	16,059,3	17,755,6	20,520,1	4,949	16,798	64,907	768,981	855,635	
70,1	*62,657,0*	*64,286,7*	*88,355,1*	*9,486*	*41,045*	*21,874*	*1,183,760*	*1,256,165*	Bombay, Baroda and Central India.
69,2	65,999,9	67,552,3	93,618,6	9,994	38,435	22,018	1,223,837	1,294,284	
2,398,2	*29,891,9*	*32,593,2*	*45,470,8*	*4,083*	*12,156*	*50,245*	*699,870*	*766,354*	Eastern Bengal.
2,510,2	30,257,6	33,076,8	45,634,1	4,182	12,409	50,411	707,242	774,244	
3,439,1	*57,610,9*	*61,484,2*	*61,484,2*	*15,207*	*53,281*	*190,372*	*3,220,706*	*3,479,566*	East Indian.
3,441,5	58,608,8	62,481,4	62,481,4	15,127	53,017	197,973	3,273,046	3,539,163	
154,5	*52,133,4*	*53,121,6*	*53,872,7*	*16,514*	*49,185*	*27,932*	*1,751,059*	*1,844,690*	Great Indian Peninsula.
171,7	55,199,8	56,169,2	57,215,0	16,580	47,432	29,217	1,834,756	1,927,985	
351,2	*17,785,0*	*18,287,9*	*33,907,4*	*4,088*	*19,062*	*19,830*	*690,520*	*733,500*	Madras and Southern Mahratta.
338,2	18,513,0	19,013,4	32,823,2	3,921	16,458	18,464	607,338	646,181	
4,8	*3,366,7*	*3,415,3*	*8,594,4*	*914*	*4,419*	*686*	*172,074*	*178,093*	Nizam's State.
4,9	3,603,0	3,654,7	9,086,8	868	4,329	734	177,232	183,163	
1,762,6	*66,064,9*	*68,185,9*	*69,032,1*	*12,878*	*47,926*	*108,011*	*2,883,757*	*3,052,572*	North Western.
1,602,9	63,012,0	64,959,6	65,674,2	12,626	48,567	107,459	2,755,646	2,924,298	
Nil	*13,955,2*	*14,074,1*	*61,126,9*	*1,471*	*10,578*	*Nil*	*341,400*	*353,449*	South Indian.
Nil	13,650,0	13,762,1	60,947,5	1,442	8,544	Nil	320,627	330,613	
9,711,0	*319,366,5*	*333,005,4*		*70,421*	*255,095*	*481,675*	*11,704,276*	*12,511,467*	TOTAL 5′ 6″ GAUGE.
9,716,1	324,903,4	338,425,1		69,689	245,989	491,183	11,668,705	12,475,566	
									3′ 3¾″ GAUGE.
360,1	*12,841,3*	*13,247,2*	*13,247,2*	*2,918*	*3*	*15,926*	*361,073*	*379,920*	Assam Bengal.
365,5	13,612,4	14,022,7	14,022,7	3,032	10	18,043	385,108	406,193	
409,2	*31,969,5*	*32,485,9*	*32,485,9*	*1,371*	*6,882*	*25,205*	*1,195,665*	*1,229,123*	Bengal and North Western.
434,6	32,232,0	32,772,5	32,772,5	1,311	7,039	27,139	1,178,742	1,214,231	
22,9	*23,553,3*	*23,720,0*	*	*1,929*	*11,272*	*1,200*	*968,571*	*982,972*	Bombay, Baroda and Central India.
26,6	25,582,7	25,755,0	*	1,757	11,552	1,204	1,026,856	1,041,369	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Included under 5′ 6″ gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a)	Passen	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8	9	10
3′ 3⅜″ GAUGE—*concld.*									
Eastern Bengal	*1937-38*	*6,7*	*41,3*	*413,5*	*11,643,1*	*12,104,6*	*1,492,0*	*12,0*	*54,2*
	1938-39	7,4	41,5	419,8	11,545,2	12,013,9	1,636,1	13,5	56,4
Jodhpur	*1937-38*	*2,6*	*25,4*	*168,4*	*4,290,0*	*4,486,4*	*439,7*	*4,4*	*34,0*
	1938-39	2,4	22,1	133,7	4,312,3	4,470,5	422,3	4,1	29,8
Madras and Southern Mahratta.	*1937-38*	*4,1*	*66,0*	*152,6*	*14,598,7*	*14,821,4*	*548,1*	*6,3*	*78,0*
	1938-39	2,9	58,7	219,6	14,006,0	14,287,2	1,476,0	5,8	94,3
Mysore State	*1937-38*	†	†	†	†	†	†	†	†
	1938-39	2,8	58,0	8,7	7,067,2	7,136,7	141,7	3,8	62,7
Nizam's State	*1937-38*	*2,9*	*31,6*	*Nil*	*5,074,7*	*5,109,2*	*126,7*	*3,4*	*33,6*
	1938-39	3,8	35,5	Nil	5,255,4	5,294,7	234,9	4,4	40,4
Rohilkund and Kumaon	*1937-38*	*2,7*	*17,3*	*61,6*	*6,612,7*	*6,694,3*	*260,0*	*3,5*	*21,9*
	1938-39	2,6	16,7	61,4	6,657,2	6,737,9	244,9	3,4	21,1
South Indian	*1937-38*	*11,7*	*287,3*	*6,1*	*46,096,5*	*46,401,6*	*902,3*	*21,9*	*302,7*
	1938-39	10,5	227,2	4,6	46,663,8	46,906,1	689,7	15,9	249,0
TOTAL 3′ 3⅜″ GAUGE	*1937-38*	*92,0*	*646,0*	*1,553,8*	*152,321,4*	*154,613,2*	*8,226,7*	*124,8*	*747,9*
	1938-39	91,8	643,0	1,636,9	161,715,8	164,087,5	10,155,3	120,7	780,3
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	*1937-38*	*6*	*5,9*	*53,6*	*2,741,8*	*2,801,9*	*140,6*	*1,0*	*8,7*
	1938-39	5	6,2	52,6	2,837 3	2,896,6	150,9	9	9,2
Bombay, Baroda and Central India.	*1937-38*	*Nil*	*3,8*	*Nil*	*1,918,0*	*1,921,8*	*131,8*	*Nil*	*4,7*
	1938-39	Nil	4,1	Nil	2,629,6	2,633,7	815,7	Nil	5,0
Eastern Bengal	*1937-38*	..	*2,1*	*3,0*	*634,3*	*639,4*	*75,4*	..	*2,6*
	1938-39	1	2,1	3,1	658,0	663,3	115,4	*1*	2,6
Great Indian Peninsula	*1937-38*	*	*9*	*	*808,2*	*809,1*	*51,4*	*	*1,1*
	1938-39	*	9	*	1,123,4	1,124,3	80,1	*	1,2
Mysore State	*1937-38*	†	†	†	†	†	†	†	†
	1938-39	Nil	1,8	Nil	880,7	882,5	19,9	Nil	1,9
North Western	*1937-38*	*2,7*	*10,9*	*23,9*	*992,8*	*1,030,3*	*164,6*	*4,5*	*17,3*
	1938-39	2,5	8,8	22,0	859,7	893,0	162,2	4,2	14,4
South Indian	*1937-38*	*Nil*	*6*	*Nil*	*813,2*	*813,8*	*60,1*	*Nil*	*5,5*
	1938-39	Nil	1,3	Nil	646,1	647,4	187,3	Nil	13,2
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1937-38*	*3,3*	*24,2*	*80,5*	*7,913,3*	*8,021,3*	*623,9*	*5,5*	*39,9*
	1938-39	3,1	25,2	77,7	9,634,8	9,740,8	1,531,5	5,2	52,5
TOTAL CLASS I RAILWAYS	*1937-38*	*373,0*	*4,033,4*	*11,079,6*	*468,446,9*	*483,932,9*	*20,557,6*	*460,7*	*4,385,3*
	1938-39	364,6	3,908,9	11,140,8	483,728,8	499,143,1	24,797,1	447,5	4,316,8

*Included in the next column.

† Included under class II Railways.

Class I Railways for the years 1937-38 and 1938-39—contd.

gers carried (in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									3′ 3¾″ GAUGE—*concld.*
464,9	*13,065,5*	*13,596,6*	†	*1,336*	*3,361*	*15,091*	*470,397*	*490,185*	Eastern Bengal.
488,1	13,092,0	13,650,0	†	1,236	3,181	15,157	450,200	469,774	
174,6	*4,713,1*	*4,926,1*	*4,926,1*	*536*	*3,402*	*6,896*	*198,983*	*209,817*	Jodhpur.
139,6	4,719,3	4,892,8	4,892,9	477	2,917	5,936	190,738	200,068	
171,9	*15,113,3*	*15,369,5*	†	*948*	*12,579*	*8,749*	*501,118*	*523,394*	Madras and Southern Mahratta.
245,2	15,417,9	15,763,2	†	826	8,009	8,300	379,722	396,857	
(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	Mysore State.
12,2	7,199,7	7,278,4	8,180,8	441	4,084	1,116	189,694	195,335	
Nil	*5,198,9*	*5,235,9*	†	*423*	*2,803*	*Nil*	*183,255*	*186,491*	Nizam's State.
Nil	5,484,8	5,529,6	†	495	2,876	Nil	185,975	189,346	
65,9	*6,863,0*	*6,954,3*	*6,954,3*	*370*	*2,015*	*2,881*	*175,145*	*180,411*	Rohilkund and Kumaon.
65,5	6,892,8	6,982,8	6,982,8	369	1,993	3,016	175,424	180,802	
6,1	*46,973,7*	*47,304,4*	†	*2,519*	*21,427*	*1,089*	*1,030,833*	*1,055,868*	South Indian.
4,7	47,326,2	47,595,8	†	2,136	17,839	851	989,119	1,009,945	
1,675,6	*160,291,6*	*162,839,9*		*12,355*	*63,749*	*77,037*	*5,085,040*	*5,238,181*	TOTAL 3′ 3¾″ GAUGE.
1,782,0	171,559,8	174,242,8		12,080	59,500	80,762	5,151,578	5,303,920	
									2′ 6″ AND 2′ 0″ GAUGES.
63,3	*2,869,5*	*2,942,5*	†	*43*	*443*	*1,996*	*78,777*	*81,264*	Bengal-Nagpur.
62,8	2,974,6	3,047,5	†	43	467	2,001	80,547	83,058	
Nil	*2,048,9*	*2,053,6*	†	*Nil*	*109*	*Nil*	*28,662*	*28,771*	Bombay, Baroda and Central India.
Nil	3,444,4	3,449,4	†	Nil	116	Nil	35,132	35,248	
3,9	*708,3*	*714,8*	†	..	*35*	*30*	*6,427*	*6,492*	Eastern Bengal.
4,2	771,8	778,7	†	*1*	35	35	6,920	6,991	
*	*859,4*	*860,5*	†	*	*29*	*	*13,292*	*13,321*	Great Indian Peninsula.
*	1,203,2	1,204,4	†	*	33	*	19,888	19,921	
(d)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	(b)	Mysore State.
Nil	900,5	902,4	‡	Nil	42	Nil	15,850	15,892	
29,6	*1,143,5*	*1,194,9*	†	*283*	*1,162*	*1,085*	*35,241*	*37,771*	North Western.
28,2	1,008,4	1,055,2	†	287	939	1,101	31,897	34,224	
Nil	*873,4*	*878,9*	†	*Nil*	*519*	*Nil*	*15,794*	*16,313*	South Indian.
Nil	816,5	834,7	†	Nil	367	Nil	12,468	12,835	
96,8	*8,503,0*	*8,645,2*		*331*	*2,267*	*3,111*	*178,193*	*183,932*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
95,2	11,119,4	11,272,3		331	1,999	3,137	202,702	208,169	
11,483,4	*488,161,1*	*504,490,5*	*498,784,1*	*83,107*	*321,141*	*561,823*	*16,967,509*	*17,933,580*	TOTAL CLASS I RAILWAYS.
11,593,3	507,582,6	523,940,2	514,852,6	82,100	307,488	575,082	17,022,985	17,987,655	

(a) See note (a) on page 93.
(b) Included under class II Railways.

† Included under 5′ 6″ Gauge.
‡ Included under 3′ 3¾″ Guage.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 21	Year. 22	Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
5′ 6″ gauge.						
Bengal Nagpur	*1937-38*	*247·0*	*172·6*	*41·0*	*47·9*	*48·2*
	1938-39	230·7	172·7	41·1	47·9	48·2
Bombay, Baroda and Central India	*1937-38*	*196·6*	*27·2*	*312·2*	*18·9*	*19·5*
	1938-39	216·5	26·7	318·4	18·5	19·2
Eastern Bengal	*1937-38*	*87·8*	*47·4*	*21·0*	*23·4*	*23·5*
	1938-39	86·1	47·7	20·1	23·4	23·4
East Indian	*1937-38*	*230·0*	*145·0*	*55·0*	*56·0*	*57·0*
	1938-39	235·0	145·0	58·0	56·0	57·0
Great Indian Peninsula	*1937-38*	*256·5*	*63·9*	*180·8*	*33·6*	*34·7*
	1938-39	261·9	64·6	170·2	33·2	34·3
Madras and Southern Mahratta	*1937-38*	*250·8*	*140·8*	*56·5*	*38·8*	*40·1*
	1938-39	251·3	112·3	54·6	32·8	34·0
Nizam's State	*1937-38*	*137·3*	*115·7*	*142·4*	*48·9*	*50·0*
	1938-39	127·7	108·0	150·7	49·2	50·1
North Western	*1937-38*	*258·6*	*155·3*	*61·3*	*43·7*	*44·8*
	1938-39	272·6	162·7	67·0	43·7	45·0
South Indian	*1937-38*	*147·5*	*70·2*	*Nil*	*22·3*	*22·8*
	1938-39	159·2	83·0	Nil	23·5	24·0
Total 5′ 6″ gauge	*1937-38*	*213·1*	*70·9*	*49·6*	*36·6*	*37·6*
	1938-39	216·7	70·6	50·6	35·9	36·9
3′ 3¼″ gauge						
Assam Bengal	*1937-38*	*65·9*	*2·00*	*44·2*	*28·1*	*28·7*
	1938-39	60·6	7·80	49·4	28·3	29·0
Bengal and North Western	*1937-38*	*103·2*	*73·3*	*61·6*	*37·4*	*37·8*
	1938-39	104·5	76·4	62·5	36·6	37·1
Bombay Baroda and Central India	*1937-38*	*122·5*	*88·0*	*52·3*	*41·1*	*41·4*
	1938-39	128·5	87·5	45·2	40·1	40·4

Columns 23 to 27—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class I Railways for the years 1937-38 and 1938-39—contd.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						5' 6" gauge.
5,38	*7,94*	*12,92*	*1,28,62*	*1,54,86*	*17·9*	*8·74*	*3·96*	*3·24*	*3·51*	Bengal-Nagpur.
4,54	7,62	13,30	1,27,33	1,52,79	17·6	8·71	3·93	3·18	3·43	
8,45	*18,13*	*5,11*	*1,88,32*	*2,20,01*	*17·1*	*8·48*	*4·49*	*3·05*	*3·36*	Bombay, Baroda and Central India.
8,60	16,74	5,04	1,89,69	2,20,07	16·5	8·36	4·39	2·97	3·26	
3,43	*6,10*	*3,73*	*1,08,64*	*1,26,90*	*16·1*	*9·63*	*3·34*	*2·98*	*3·18*	Eastern-Bengal.
3,57	6,29	8,79	1,10,65	1,29,30	16·4	9·73	3·35	3·00	3·21	
12,74	*21,02*	*36,81*	*4,66,33*	*5,36,90*	*16·1*	*7·57*	*3·71*	*2·77*	*2·96*	East Indian.
12,57	20,71	37,69	4,70,82	5,41,79	15·9	7·49	3·65	2·76	2·93	
17,34	*24,19*	*8,68*	*2,81,86*	*3,32,07*	*20·2*	*9·44*	*5·97*	*3·09*	*3·46*	Great Indian Peninsula.
17,35	23,43	9,00	2,87,49	3,37,27	20·1	9·48	5·91	3·01	3·36	
4,47	*7,62*	*5,56*	*1,14,18*	*1,31,83*	*21·0*	*7·68*	*5·37*	*3·17*	*3·45*	Madras and Southern Mahratta.
4,22	7,16	5,17	1,09,35	1,25,90	20·7	8·35	5·38	3·46	3·74	
94	*2,26*	*22*	*29,44*	*32,86*	*19·8*	*10·0*	*6·16*	*3·37*	*3·64*	Nizam's State.
88	2,20	24	29,25	32,57	19·4	9·75	6·44	3·17	3·41	
10,98	*21,09*	*25,28*	*4,30,72*	*4,88,07*	*16·4*	*8·45*	*4·49*	*2·87*	*3·07*	North Western.
10,49	20,88	24,61	4,03,40	4,59,38	16·0	8·25	4·40	2·81	3·02	
1,51	*4,32*	*Nil*	*54,82*	*60,65*	*20·4*	*9·73*	*Nil*	*3·22*	*3·13*	South Indian.
1,54	3,86	Nil	52,04	57,44	18·6	7·99	Nil	3·01	3·20	
65,24	*1,12,67*	*1,03,31*	*18,02,93*	*20,84,15*	*17·8*	*8·48*	*4·12*	*2·96*	*3·20*	Total 5' 6" gauge.
63,76	1,08,89	1,03,84	17,80,02	20,56,51	17·6	8·50	4·06	2·93	3·16	
										3' 3¼" gauge.
2,40	..	*3,80*	*60,79*	*66,99*	*15·7*	*14·9*	*4·56*	*3·22*	*3·38*	Assam Bengal.
2,51	..	4,06	65,43	72,00	15·9	17·6	4·32	3·26	3·40	
90	*2,52*	*4,55*	*1,40,36*	*1,48,33*	*11·9*	*6·75*	*3·34*	*2·19*	*2·25*	Bengal and North Western.
85	2,52	4,86	1,40,55	1,48,78	11·7	6·60	3·31	2·23	2·29	
2,02	*6,11*	*29*	*1,67,17*	*1,75,59*	*20·1*	*10·4*	*4·60*	*3·22*	*3·43*	Bombay, Baroda and Central India.
1,79	6,04	28	1,70,64	1,78,75	19·5	10·0	4·41	3·19	3·30	

12.—*Statement of Passenger Revenue Statistics of Class I Railways*

Railway. 21	Year. 22	Average number of miles a passenger was carried.* 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3′ 3⅜″ gauge—*concld.*						
Eastern Bengal	*1937-38*	*111·3*	*62·0*	*32·5*	*36·0*	*36·1*
	1938-39	91·7	56 4	31·0	34·4	34·4
Jodhpur	*1937-38*	*122·4*	*100·2*	*39·5*	*42·2*	*42·6*
	1938-39	116·4	98·0	42·6	40·4	40·9
Madras and Southern Mahratta	*1937-38*	*152·9*	*161.3*	*50·9*	*33·2*	*34·1*
	1938-39	142·4	84·9	33·8	24·6	25·2
Mysore State	*1937-38*	‡	‡	‡	‡	‡
	1938-39	116·1	65·1	91·5	26·3	26·8
Nizam's State	*1937-38*	*120·9*	*78·1*	*Nil*	*34·0*	*34·4*
	1938-39	113·0	71·2	Nil	33·9	34·2
Rohilkund and Kumaon	*1937-38*	*106·7*	*91·8*	*43·7*	*25·5*	*25·9*
	1938-39	109·2	94·4	46·1	25·5	25·9
South Indian	*1937-38*	*90·1*	*43·9*	*178·3*	*20·2*	*20·4*
	1938-39	134·2	71·7	182·7	20·9	21·2
Total 3′ 3⅜″ gauge	*1937-38*	*99·0*	*85·2*	*46·0*	*31·7*	*32·2*
	1938-39	100·1	76·3	45·3	30·0	30·4
2′ 6″ and 2′ 0″ gauges.						
Bengal-Nagpur	*1937-38*	*46·5*	*51·1*	*31·5*	*27·5*	*27·6*
	1938-39	48·0	50·7	31·8	27·1	27·3
Bombay, Baroda and Central India	*1937-38*	*Nil*	*23·2*	*Nil*	*14·0*	*14·0*
	1938-39	Nil	23·3	Nil	10·2	10·2
Eastern Bengal	*1937-38*	*7·47*	*13·6*	*7·70*	*9·07*	*9·08*
	1938-39	6·74	13·6	8·08	8·97	8·98
Great Indian Peninsula	*1937-38*	†	*27·0*	†	*15·5*	*15·5*
	1938-39	†	27·9	†	16·5	16·5
Mysore State	*1937-38*	‡	‡	‡	‡	‡
	1938-39	Nil	22·1	Nil	17·6	17·6
North-Western	*1937-38*	*63·4*	*67·1*	*36·7*	*30·8*	*31·6*
	1938-39	68·0	65·1	39 1	31·6	32·4
South Indian	*1937-38*	*Nil*	*32·5*	*Nil*	*13·5*	*13·5*
	1938-39	Nil	20·2	Nil	15·3	15·4
Total 2′ 6″ and 2′ 0″ gauges	*1937-38*	*60·2*	*57·6*	*32·1*	*21·0*	*21·3*
	1938-39	63·7	38·1	33·0	18·2	18·5
Total Class I Railways	*1937-38*	*180·4*	*73·2*	*48·9*	*34·8*	*35·5*
	1938-39	183·5	71·2	49·6	33·5	34·3

* *Columns 23 to 27.*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Included in the next column.

‡ Included under Class II Railways.

for the years 1937-38 and 1938-39—concld.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						3′ 3½″ gauge—*concld.*
1,10	*1,67*	*2,56*	*72,64*	*77,97*	*15·8*	*9·42*	*3·23*	*2·93*	*3·02*	Eastern Bengal.
1,07	1,61	2,62	70,24	75,54	16·4	9·60	3·28	2·96	3·05	
63	*1,98*	*1,79*	*39,07*	*43,47*	*22·7*	*11·1*	*4·98*	*3·77*	*3·98*	Jodhpur.
56	1,79	1,54	37,46	41,35	22·7	11·8	4·96	3·77	3·98	
1,04	*3,13*	*2,34*	*76,33*	*82,84*	*21·1*	*4·78*	*5·14*	*2·92*	*3·04*	Madras and Southern Mahratta.
86	2,68	2,24	67,88	73,66	20·0	6·42	5·18	3·43	3·56	
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	Mysore State.
38	1,37	34	26,41	28,50	16·5	6·40	5·80	2·70	2·80	
35	*1,14*	*Nil*	*27,43*	*28,92*	*16·3*	*8·06*	*Nil*	*2·93*	*3·03*	Nizam's State.
38	1,13	Nil	27,47	28,98	14·8	7·54	Nil	2·84	2·94	
39	*96*	*64*	*22,91*	*24,90*	*20·2*	*9·19*	*4·24*	*2·51*	*2·65*	Rohilkund and Kumaon.
36	96	66	23,16	25,14	18·9	9·30	4·17	2·53	2·67	
3,13	*7,53*	*43*	*1,54,64*	*1,65,73*	*22·1*	*10·1*	*7·57*	*3·04*	*3·18*	South Indian.
2,90	6,85	34	1,47,82	1,57,91	18·8	7·38	7·63	2·82	2·94	
11,96	*25,04*	*16,40*	*7,61,34*	*8,14,74*	*18·6*	*7·54*	*4·09*	*2·87*	*2·99*	Total 3′ 3½″ gauge.
11,66	24,95	16,94	7,77,06	8,30,61	18·5	8·05	4·03	2·90	3·01	
										2′ 6″ and 2′ 0″ gauges.
5	*21*	*43*	*11,06*	*11,75*	*18·9*	*9·19*	*4·11*	*2·70*	*2·78*	Bengal-Nagpur.
4	23	43	11,18	11,88	17·8	9·51	4·09	2·67	2·75	
Nil	*9*	*Nil*	*4,70*	*4,79*	*Nil*	*15·0*	*Nil*	*3·15*	*3·20*	Bombay, Baroda and Central India.
Nil	9	Nil	5,23	5,32	Nil	15·0	Nil	2·86	2·90	
..	*2*	*1*	*1,14*	*1,17*	*16·9*	*13·0*	*3·44*	*3·41*	*3·46*	Eastern Bengal.
..	2	1	1,21	1,24	17·4	12·7	3·36	3·35	3·39	
†	*2*	†	*2,46*	*2,48*	†	*13·0*	†	*3·55*	*3·57*	Great Indian Peninsula.
†	2	†	2,76	2,78	†	12·8	†	2·66	2·68	
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	Mysore State.
Nil	1	Nil	2,04	2,05	Nil	4·60	Nil	2·50	2·50	
57	*93*	*58*	*9,46*	*11,54*	*39·0*	*15·3*	*10·2*	*5·16*	*5·86*	North-Western.
58	80	57	8,57	10,52	38·6	16·4	9·93	5·16	5·90	
Nil	*5*	*Nil*	*1,53*	*1,58*	*Nil*	*10·4*	*Nil*	*2·43*	*2·44*	South Indian.
Nil	4	Nil	1,25	1,29	Nil	2·21	Nil	1·92	1·93	
62	*1,32*	*1,02*	*30,35*	*33,31*	*36·0*	*11·0*	*6·30*	*3·27*	*3·48*	Total 2′ 6″ and 2′ 0″ gauges.
62	1,21	1,01	32,24	35,08	36·0	11·6	6·18	3·05	3·24	
77,82	*1,39,03*	*1,20,73*	*25,94,62*	*29,32,20*	*18·0*	*8·31*	*4·13*	*2·94*	*3·14*	Total Class I. Railways.
76,04	1,35,05	1,21,79	25,89,32	29,22,20	17·8	8·43	4·07	2·92	3·12	

‡ Included under class II Railways.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a). Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5' 6" Gauge.									
Bengal-Nagpur	*1937-38*	*5,269*	*1,279*	*979*	*885*	*7,451*	*15,863*	*1,869*	*17,732*
	1938-39	5,678	1,244	1,034	934	7,575	16,465	1,750	18,224
Bombay, Baroda and Central India.	*1937-38*	*1*	*Nil*	*14*	*350*	*2,796*	*3,161*	*2,444*	*5,605*
	1938-39	..	..	12	361	2,739	3,112	2,322	5,434
Eastern Bengal	*1937-38*	*7*	..	*5*	*200*	*2,005*	*2,217*	*2,773*	*4,990*
	1938-39	9	..	14	297	1,910	2,230	3,020	5,250
East Indian	*1937-38*	*2,373*	*2,681*	*1,778*	*1,346*	*7,703*	*22,881*	*3,489*	*26,370*
	1938-39	8,976	2,576	1,852	1,271	7,953	22,628	3,808	26,436
Great Indian Peninsula	*1937-38*	*833*	*5*	*608*	*877*	*4,502*	*6,830*	*4,216*	*11,046*
	1938-39	817	2	646	989	4,686	7,140	3,828	10,968
Madras and Southern Mahratta.	*1937-38*	*51*	..	*1*	*422*	*1,352*	*1,826*	*2,335*	*4,161*
	1938-39	47	..	11	514	1,250	1,822	2,520	4,342
Nizam's State	*1937-38*	*478*	*448*	*226*	*202*	*401*	*1,755*	*562*	*2,317*
	1938-39	478	455	236	201	433	1,803	572	2,375
North Western (Commercial).	*1937-38*	*16*	*1*	*23*	*2,093*	*6,298*	*8,431*	*4,710*	*13,141*
	1938-39	40	1	21	2,015	6,803	8,880	4,598	13,478
North-Western (Military)	*1937-38*	*72*	..	*5*	*168*	*1,322*	*1,567*	*1,166*	*2,733*
	1938-39	61	..	2	161	1,286	1,510	1,125	2,635
North Western (Total)	*1937-38*	*88*	*1*	*28*	*2,261*	*7,620*	*9,998*	*3,811*	*13,809*
	1938-39	101	1	23	2,176	8,089	10,390	3,690	14,080
South Indian	*1937-38*	*38*	*Nil*	*18*	*154*	*1,270*	*1,480*	*698*	*2,178*
	1938-39	22	..	12	172	1,298	1,504	752	2,256
Total 5' 6" Gauge.	*1937-38*	*16,143*	*4,414*	*3,657*	*6,697*	*35,100*	*66,011*	(a) *22,197*	(a) *88,208*
	1938-39	16,128	4,278	3,840	6,915	35,933	67,094	(a) 22,271	(a) 89,365
3' 3⅜" Gauge.									
Assam Bengal	*1937-38*	*28*	*1*	*22*	*136*	*1 044*	*1,231*	*385*	*1,616*
	1938-39	26	2	29	201	1,118	1,376	456	1,832
Bengal and North Western	*1937-38*	*9*	..	*49*	*610*	*3,400*	*4,068*	*1,396*	*5,464*
	1938-39	8	..	54	647	2,698	3,407	1,420	4,827
Bombay, Baroda and Central India.	*1937-38*	*1*	..	*6*	*429*	*1,256*	*1,692*	*2,434*	*4,126*
	1938-39	1	..	11	341	1,393	1,746	2,377	4,123

(a) Columns 9 to 10.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only, on each railway system.

for the years 1937-38 and 1938-39 (In thousands).

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									5′ 6″ Gauge.
5,929	*1,404*	*979*	*1,002*	*3,418*	*17,732*	*18,176*	*13,065*	*368*	Bengal-Nagpur.
6,255	1,390	1,034	1,079	8,466	18,224	18,705	13,297	394	
941	*23*	*289*	*707*	*3,645*	*5,605*	*8,559*	*4,335*	*340*	Bombay, Baroda and Central India.
916	24	287	631	3,576	5,434	8,426	4,146	343	
1,388	*89*	*248*	*276*	*2,989*	*4,990*	*6,133*	*3,339*	*598*	Eastern Bengal.
1,407	121	333	425	2,964	5,250	6,558	3,912	712	
10,125	*2,399*	*1,778*	*1,930*	*9,638*	*26,370*	*26,370*	*18,009*	*1,008*	East Indian.
9,919	2,783	1,853	1,891	9,990	26,436	26,436	18,213	1,199	
2,067	*383*	*1,010*	*1,565*	*6,021*	*11,046*	*11,078*	*7,661*	*1,369*	Great Indian Peninsula.
1,815	360	1,006	1,696	6,091	10,968	10,986	7,557	1,351	
254	*355*	*527*	*827*	*2,198*	*4,161*	*6,037*	*3,104*	*556*	Madras and Southern Mahratta.
255	395	522	1,020	2,150	4,342	6,248	3,063	658	
516	*453*	*226*	*437*	*685*	*2,317*	*2,796*	*839*	*351*	Nizam's State.
501	455	236	466	717	2,375	2,882	803	346	
1,314	*1*	*1,209*	*2,565*	*8,052*	*13,141*	†	*11,012*	†	North Western (Commercial).
1,253	1	1,175	2,468	8,581	13,478	†	11,248	†	
231	..	*130*	*292*	*2,080*	*2,733*	†	*1,521*	†	North-Western (Military).
215	..	135	297	1,988	2,635	†	1,476	†	
1,356	*1*	*1,213*	*2,568*	*8,671*	*13,809*	*13,959*	*12,533*	*185*	North-Western (Total).
1,278	1	1,177	2,464	9,160	14,080	14,199	12,724	125	
43	*Nil*	*223*	*387*	*1,525*	*2,178*	*5,194*	*1,622*	*119*	South Indian.
26	..	250	419	1,561	2,256	5,177	1,651	146	
(a) *22,619*	(a) *5,607*	(a) *6,493*	(a) *9,699*	(a) *43,790*	(a) *88,208*		*65,007*	*4,894*	Total 5′ 6″ Gauge.
(a) 22,372	(a) 5,529	(a) 6,698	(a)10,091	(a) 44,675	(a)89,365		66,366	5,274	
									3′ 3⅜″ Gauge.
113	*8*	*97*	*166*	*1,232*	*1,616*	*1,616*	*1,258*	*14*	Assam Bengal.
141	10	128	236	1,317	1,832	1,832	1,460	11	
320	..	*298*	*883*	*3,963*	*5,464*	*5,464*	*4,603*	*80*	Bengal and North-Western.
351	..	281	877	3,318	4,827	4,827	3,974	78	
331	*112*	*284*	*881*	*2,518*	*4,126*	*	*2,312*	*1,016*	Bombay, Baroda and Central India.
324	109	253	824	2,613	4,123	*	2,480	899	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey.

* Shown under 5′ 6′ gauge. † Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign). Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a) Total. (Columns 8+9.)
1	2	3	4	5	6	7	8	9	10
3′ 3¾″ GAUGE—*concld.*									
Eastern Bengal	*1937-38*	*1*	..	*9*	*198*	*911*	*1,119*	*1,267*	*2,386*
	1938-39	1	..	10	211	1,065	1,287	1,437	2,724
Jodhpur	*1937-38*	*1*	*Nil*	*4*	*178*	*638*	*821*	*476*	*1,297*
	1938-39	..	..	3	179	692	874	448	1,322
Madras and Southern Mahratta.	*1937-38*	*29*	*12*	*172*	*464*	*985*	*1,662*	*758*	*2,420*
	1938-39	46	..	179	631	839	1,695	754	2,449
Mysore State	*1937-38*	‡	‡	‡	‡	‡	‡	‡	‡
	1938-39	..	..	2	134	448	584	307	891
Nizam's State	*1937-38*	..	..	..	*200*	*225*	*425*	*280*	*705*
	1938-39	1	..	..	234	266	501	251	752
Rohilkund and Kumaon	*1937-38*	..	..	*68*	*138*	*1,237*	*1,443*	*166*	*1,609*
	1938-39	..	..	71	97	1,215	1,383	186	1,569
South Indian	*1937-38*	*106*	*Nil*	*46*	*690*	*2,223*	*3,064*	*461*	*3,525*
	1938-39	62	..	15	722	2,169	2,968	489	3,457
TOTAL 3′ 3¾″ GAUGE	*1937-38*	*174*	*13*	*376*	*3,043*	*11,919*	*15,525*	(a) *7,623*	(a) *23,148*
	1938-39	145	2	374	3,397	11,903	15,821	(a) 8,125	(a) 23,946
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur.	*1937-38*	*40*	*2*	*57*	*90*	*592*	*781*	*147*	*928*
	1938-39	51	2	56	96	510	715	146	861
Bombay, Baroda and Central India.	*1937-38*	*Nil*	*Nil*	*Nil*	*15*	*242*	*257*	*71*	*328*
	1938-39	..	..	..	24	189	213	70	283
Eastern Bengal	*1937-38*	..	..	..	..	*2*	*2*	*1*	*3*
	1938-39	..	..	..	..	5	5	1	6
Great Indian Peninsula	*1937-38*	..	..	..	*20*	*76*	*96*	*62*	*158*
	1938-39	..	..	..	36	47	83	56	139
Mysore State	*1937-38*	‡	‡	‡	‡	‡	‡	‡	‡
	1938-39	..	..	..	7	42	49	4	53
North-Western (Commercial)	*1937-38*	*99*	..	*20*	*102*	*135*	*356*	*164*	*520*
	1938-39	106	..	14	93	105	318	141	459
North-Western (Military)	*1937-38*	..	..	*2*	*2*	*51*	*55*	*46*	*101*
	1938-39	..	..	3	2	34	39	44	83
North-Western (Total)	*1937-38*	*99*	..	*22*	*104*	*186*	*411*	*179*	*590*
	1938-39	106	..	17	95	139	357	158	515
South Indian	*1937-38*	*Nil*	*Nil*	*Nil*	*19*	*19*	*38*	*14*	*52*
	1938-39	..	..	..	9	21	30	15	45
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1937-38*	*139*	*2*	*79*	*248*	*1,117*	*1,585*	(a) *474*	(a) *2,059*
	1938-39	157	2	73	267	953	1,452	(a) 450	(a) 1,902
TOTAL CLASS I RAILWAYS	*1937-38*	*16,456*	*4,429*	*4,112*	*9,988*	*48,136*	*83,121*	(a) *30,294*	(a) *113,415*
	1938-39	16,430	4,282	4,287	10,579	48,789	84,367	(a) 30,846	(a) 1,15,213

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

‡ Included under Class II Railways.

for the years 1937-38 and 1938-39 (In thousands)—contd.

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									3′ 3⅜″ Gauge—*concld.*
295	*70*	*114*	*317*	*1,590*	*2,386*	*	*1,115*	*614*	Eastern Bengal.
329	99	149	369	1,778	2,724	*	1,343	677	
28	*8*	*69*	*326*	*866*	*1,297*	*1,297*	*781*	*194*	Jodhpur.
18	5	76	325	898	1,322	1,322	897	149	
72	*22*	*180*	*703*	*1,443*	*2,420*	*	*1,319*	*116*	Madras and Southern Mahratta.
84	1	179	917	1,268	2,449	*	1,831	191	
‡	‡	‡	‡	‡	‡	‡	‡	‡	Mysore State.
31	..	51	195	614	891	931	307	34	
42	*1*	*34*	*275*	*353*	*705*	*	*382*	*70*	Nizam's State.
35	1	35	303	378	752	*	342	67	
23	..	*68*	*146*	*1,372*	*1,609*	*1,609*	*1,239*	*2*	Rohilkund and Kumaon.
24	..	70	105	1,370	1,569	1,569	1,204	1	
106	*Nil*	*169*	*779*	*2,471*	*3,525*	*	*3,172*	*10*	South Indian.
63	..	159	813	2,422	3,457	*	3,108	14	
(a) *1,330*	(a) *221*	(a) *1,313*	(a) *4,476*	(a) *15,808*	(a) *23,148*		*16,681*	*2,116*	Total 3′ 3⅜″ Gauge.
(a) 1,400	(a) 225	(a) 1,381	(a) 4,964	(a) 15,976	(a) 23,946		16,946	2,121	
									2′ 6″ and 2′ 0″ Gauges.
72	*2*	*60*	*116*	*678*	*928*	*	*587*	*5*	Bengal-Nagpur.
78	2	59	120	602	861	*	619	7	
3	..	*1*	*43*	*281*	*328*	*	*116*	*6*	Bombay, Baroda and Central India.
4	..	..	47	232	283	*	108	5	
..	..	..	..	*3*	*3*	*	*1*	..	Eastern Bengal.
..	..	..	..	6	6	*	4	..	
13	..	..	*36*	*109*	*158*	*	*94*	..	Great Indian Peninsula.
12	..	..	50	77	139	*	74	..	
‡	‡	‡	‡	‡	‡	‡	‡	‡	Mysore State.
..	..	1	7	45	53	††	4	..	
118	..	*21*	*117*	*264*	*520*	*	*271*	†	North-Western (Commercial).
122	..	14	112	211	459	*	217	†	
5	..	*4*	*6*	*86*	*101*	*	*60*	†	North-Western (Military).
7	..	5	5	66	83	*	62	†	
119	..	*22*	*122*	*327*	*590*	*	*331*	†	North-Western (Total).
124	..	17	116	258	515	*	279	†	
Nil	*Nil*	*Nil*	*22*	*30*	*52*	*	*22*	*Nil*	South Indian.
Nil	..	..	12	33	45	*	22	..	
(a) *207*	(a) 2	(a) *83*	(a) *339*	(a) *1,428*	(a) *2,059*		*1,151*	*11*	Total 2′ 6″ & 2′ 0″ Gauges.
(a) 218	(a) 2	(a) 77	(a) 352	(a) 1,253	(a) 1,902		1,110	12	
(a) *24,156*	(a) *5,830*	(a) *7,889*	(a) *14,514*	(a) *61,026*	(a) *113,415*	*108,288*	*82,839*	*7,021*	Total Class I Railways.
(a) 23,990	(a) 5,756	(a) 8,156	(a) 15,407	(a) 61,904	(a) 115,213	110,098	83,422	7,407	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey.

* Shown under 5′ 6″ gauge. † Not required. †† Shown under 3′ 3⅜″ Gauge.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27).
21	22	23	24	25	26	27	28
5′ 6″ GAUGE.							
Bengal-Nagpur	*1937-38*	*787,337*	*364,828*	*186,530*	*190,461*	*1,678,407*	*3,207,563*
	1938-39	831,778	380,368	205,133	221,270	1,530,851	3,169,400
Bombay, Baroda and Central India.	*1937-38*	*283,224*	*6,250*	*76,309*	*168,293*	*625,019*	*1,159,095*
	1938-39	259,567	5,126	73,791	125,422	631,241	1,095,147
Eastern Bengal	*1937-38*	*96,536*	*14,117*	*34,833*	*23,773*	*362,186*	*531,445*
	1938-39	96,440	19,827	46,685	42,167	366,060	571,179
East Indian	*1937-38*	*2,627,546*	*1,539,020*	*468,570*	*631,240*	*1,567,013*	*6,833,389*
	1938-39	2,405,388	1,445,920	482,731	551,884	1,603,283	6,489,206
Great Indian Peninsula	*1937-38*	*674,617*	*146,618*	*269,256*	*482,895*	*1,323,429*	*2,896,815*
	1938-39	502,561	148,775	251,708	553,460	1,331,304	2,787,808
Madras and Southern Mahratta	*1937-38*	*44,530*	*192,376*	*145,777*	*160,895*	*383,802*	*927,380*
	1938-39	41,561	221,944	133,083	197,154	391,886	985,628
Nizam's State	*1937-38*	*91,097*	*56,513*	*19,230*	*35,963*	*100,615*	*353,418*
	1938-39	91,143	53,659	21,963	36,734	102,088	355,587
North Western (Commercial)	*1937-38*	*296,306*	*16*	*443,944*	*708,381*	*1,364,160*	*2,812,807*
	1938-39	268,231	66	417,512	627,974	1,363,227	2,677,010
North Western (Military)	*1937-38*	*21,631*	..	*21,074*	*24,922*	*189,915*	*257,542*
	1938-39	21,784	..	17,673	19,913	175,686	235,056
North Western (Total).	*1937-38*	*317,937*	*16*	*465,018*	*733,303*	*1,554,075*	*3,070,349*
	1938-39	290,015	66	435,185	647,887	1,538,913	2,912,066
South Indian	*1937-38*	*4,408*	*Nil*	*37,635*	*40,034*	*161,093*	*243,175*
	1938-39	2,584	..	43,504	45,516	163,150	254,754
TOTAL 5′ 6″ GAUGE.	*1937-38*	*4,927,232*	*2,319,738*	*1,703,158*	*2,516,857*	*7,755,644*	*19,222,629*
	1938-39	4,521,037	2,275,685	1,693,783	2,471,494	7,658,776	18,620,775
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1937-38*	*13,509*	*1,975*	*15,943*	*21,094*	*218,605*	*271,126*
	1938-39	19,275	2,211	20,848	32,279	229,874	304,487
Bengal and North-Western	*1937-38*	*42,340*	*11*	*40,144*	*100,648*	*502,266*	*685,409*
	1938-39	47,444	12	39,012	142,154	421,730	650,352
Bombay, Baroda and Central India.	*1937-38*	*46,321*	*24,425*	*63,165*	*189,141*	*463,559*	*786,611*
	1938-39	40,839	23,215	54,846	147,923	447,033	713,856

for the years 1937-38 and 1938-39 (In thousands)—contd.

* Average miles a ton of goods was carried.

Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5′ 6″ GAUGE.
134	*260*	*193*	*190*	*200*	*158*	*182*	Bengal Nagpur.
135	274	201	205	181	160	175	
301	*275*	*264*	*238*	*178*	*300*	*212*	Bombay, Baroda and Central India.
284	214	257	199	181	282	205	
70	*159*	*141*	*86*	*121*	*75*	*107*	Eastern Bengal.
69	165	140	99	123	76	109	
260	*531*	*263*	*327*	*163*	*320*	*259*	East Indian.
243	520	261	292	161	303	246	
326	*332*	*267*	*309*	*220*	*335*	*263*	Great Indian Peninsula.
277	413	250	326	219	300	255	
175	*542*	*277*	*195*	*175*	*389*	*223*	Madras and Southern Mahratta.
163	562	255	193	182	405	227	
176	*125*	*85*	*197*	*147*	*152*	*153*	Nizam's State.
182	118	93	186	142	152	150	
226	*20*	*369*	*276*	*174*	*225*	*218*	North Western (Commercial).
214	80	355	255	163	214	202	
94	..	*162*	*85*	*93*	*94*	*95*	North Western (Military).
101	..	131	67	91	101	91	
234	*20*	*335*	*236*	*185*	*234*	*227*	North Western (Total).
227	80	370	263	173	227	211	
103	*Nil*	*169*	*103*	*106*	*103*	*112*	South Indian.
100	..	174	109	105	100	113	
**218*	**414*	**262*	**259*	**177*	**257*	**218*	TOTAL 5′ 6″ GAUGE.
**202*	**412*	**253*	**245*	**171*	**244*	**208*	
							3′ 3¼″ GAUGE.
119	*238*	*164*	*127*	*178*	*128*	*163*	Assam-Bengal.
137	228	163	137	175	142	166	
132	*68*	*135*	*114*	*127*	*132*	*125*	Bengal and North Western
135	40	139	161	127	135	135	
140	*217*	*223*	*215*	*184*	*160*	*191*	Bombay, Baroda and Central India.
126	213	217	180	171	148	173	

* Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—*Statement of Goods Revenue Statistics of* **Class I Railways**

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25 +26+27.)
21	22	23	24	25	26	27	28
3′ 3⅜″ GAUGE—*concld.*							
Eastern Bengal	*1937-38*	*33,699*	*8,427*	*11,230*	*37,020*	*175,750*	*266,126*
	1938-39	39,983	11,752	14,978	37,249	188,718	292,680
Jodhpur	*1937-38*	*6,241*	*802*	*15,447*	*62,093*	*99,750*	*184,333*
	1938-39	4,016	400	17,829	55,941	94,912	173,098
Madras and Southern Mahratta	*1937-38*	*7,422*	*8,372*	*61,128*	*123,618*	*237,251*	*437,791*
	1938-39	9,389	204	70,077	158,763	190,678	429,111
Mysore State	*1937-38*	†	†	†	†	†	†
	1938-39	3,167	3	6,622	18,600	60,203	88,595
Nizam's State	*1937-38*	*8,180*	*197*	*6,726*	*41,772*	*44,899*	*101,774*
	1938-39	6,506	184	7,009	43,982	39,959	97,640
Rohilkund and Kumaon	*1937-38*	*977*	..	*2,210*	*9,653*	*93,266*	*106,106*
	1938-39	1,029	..	2,251	6,625	95,695	105,600
South Indian	*1937-38*	*3,272*	*3*	*19,676*	*85,728*	*206,836*	*320,515*
	1938-39	4,767	..	18,154	88,364	198,352	309,637
TOTAL 3′ 3⅜″ GAUGE	*1937-38*	*166,961*	*44,212*	*235,669*	*670,767*	*2,042,182*	*3,159,791*
	1938-39	176,415	37,981	251,626	731,880	1,967,154	3,165,056
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1937-38*	*6,093*	*278*	*6,961*	*8,670*	*32,098*	*54,100*
	1938-39	7,194	224	7,324	8,793	28,147	51,682
Bombay, Baroda and Central India	*1937-38*	*93*	..	*18*	*1,025*	*5,592*	*6,733*
	1938-39	119	..	21	1,186	5,015	6,341
Eastern Bengal	*1937-38*	..	..	..	*1*	*55*	*56*
	1938-39	..	..	..	1	121	122
Great Indian Peninsula	*1937-38*	*488*	..	..	*1,844*	*3,971*	*6,303*
	1938-39	485	..	..	2,814	3,195	6,494
Mysore State	*1937-38*	†	†	†	†	†	†
	1938-39	2	..	13	348	2,107	2,470
North Western (Commercial)	*1937-38*	*3,454*	..	*803*	*3,352*	*13,400*	*22,009*
	1938-39	3,337	..	600	3,957	10,379	18,273
North Western (Military)	*1937-38*	*384*	..	*306*	*407*	*5,173*	*6,270*
	1938-39	470	..	399	383	4,008	5,260
North Western (Total)	*1937-38*	*3,838*	..	*1,109*	*4,759*	*18,573*	*28,279*
	1938-39	3,807	..	999	4,340	14,387	23,533
South Indian	*1937-38*	*Nil*	*Nil*	*2*	*787*	*911*	*1,700*
	1938-39	..	..	1	373	1,102	1,476
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1937-38*	*10,517*	*278*	*8,090*	*17,086*	*61,200*	*97,171*
	1938-39	11,607	224	8,358	17,855	54,074	92,118
TOTAL CLASS I RAILWAYS	*1937-38*	*5,104,710*	*2,364,228*	*1,946,917*	*3,204,710*	*9,859,026*	*22,479,591*
	1938-39	4,709,059	2,313,890	1,953,767	3,221,229	9,680,004	21,877,949

† Included under Class II Railways.

for the years 1937-38 and 1938-39 (In thousands)—contd.

*Average miles a ton of goods was carried.							
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							3′ 3⅜″ GAUGE—*concld.*
114	*120*	*98*	*117*	*111*	*115*	*112*	Eastern Bengal.
122	118	100	101	106	121	107	
221	*101*	*224*	*190*	*115*	*195*	*142*	Jodhpur.
219	82	234	172	106	190	131	
103	*380*	*340*	*176*	*164*	*168*	*181*	Madras and Southern Mahratta.
112	204	391	173	150	113	175	
†	†	†	†	†	†	†	Mysore State.
102	45	129	96	98	102	99	
194	*185*	*198*	*152*	*127*	*194*	*144*	Nizam's State.
186	185	198	145	106	186	130	
42	..	*32*	*66*	*69*	*42*	*66*	Rohilkund and Kumaon.
43	..	32	63	70	43	68	
78	*38*	*117*	*110*	*84*	*78*	*91*	South Indian.
76	..	114	109	82	76	90	
**126*	**200*	**179*	**150*	**129*	**136*	**137*	TOTAL 3′ 3⅜″ GAUGE.
**126*	**169*	**182*	**147*	**123*	**132*	**132*	
							2′ 6″ AND 2′ 0″ GAUGES.
84	*138*	*116*	*75*	*47*	*86*	*58*	Bengal-Nagpur.
92	126	123	73	47	93	60	
29	*Nil*	*39*	*24*	*20*	*29*	*21*	Bombay, Baroda and Central India.
29	..	45	26	22	29	22	
..	..	..	*11*	*19*	..	*18*	Eastern Bengal.
..	..	..	10	19	..	19	
37	..	..	*52*	*37*	*37*	*40*	Great Indian Peninsula.
39	..	..	57	41	39	47	
†	†	†	†	†	†	†	Mysore State.
77	..	17	52	47	77	47	
29	..	*39*	*37*	*51*	*29*	*42*	North Western (Commercial).
27	..	42	35	50	27	40	
79	..	*71*	*68*	*60*	*79*	*62*	North Western (Military).
68	..	84	73	60	68	63	
32	..	*50*	*39*	*57*	*32*	*48*	North Western (Total).
31	..	59	37	56	31	46	
..	..	*19*	*36*	*31*	..	*33*	South Indian.
15	..	19	33	33	15	33	
**51*	**138*	**97*	**50*	**43*	**52*	**47*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
**53*	**126*	**109*	**51*	**43*	**54*	**48*	
**211*	**406*	**247*	**221*	**162*	**249*	**198*	TOTAL CLASS I RAILWAYS.
**196*	**402*	**240*	**209*	**156*	**236*	**190*	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1937-38*	*1,45,01*	*50,44*	*24,45*	*94,69*	*4,01,41*	*7,16,00*
	1938-39	1,50,89	50,63	26,88	1,04,68	3,84,03	7,17,11
Bombay, Baroda and Central India.	*1937-38*	*37,71*	*69*	*7,16*	*68,06*	*3,24,72*	*4,38,34*
	1938-39	34,86	63	6,92	54,00	3,39,19	4,35,60
Eastern Bengal	*1937-38*	*21,94*	*2,27*	*5,22*	*10,59*	*1,69,99*	*2,10,01*
	1938-39	21,34	3,09	6,86	18,25	1,67,16	2,16,70
East Indian	*1937-38*	*4,27,91*	*1,88,04*	*59,86*	*1,81,41*	*6,03,54*	*14,60,76*
	1938-39	4,04,32	1,73,43	61,95	1,60,01	6,18,96	14,18,67
Great Indian Peninsula	*1937-38*	*90,04*	*18,18*	*28,28*	*1,84,20*	*5,62,59*	*8,83,29*
	1938-39	74,88	18,04	25,54	2,00,77	5,50,11	9,69,34
Madras and Southern Mahratta	*1937-38*	*9,34*	*21,66*	*19,39*	*55,66*	*1,70,60*	*2,76,65*
	1938-39	8,55	24,08	17,71	73,77	1,73,59	2,97,70
Nizam's State	*1937-38*	*19,54*	*11,67*	*2,45*	*28,59*	*50,56*	*1,12,81*
	1938-39	20,45	11,75	2,77	31,14	50,11	1,16,22
North Western (Commercial)	*1937-38*	*35,59*	..	*46,93*	*2,66,99*	*6,43,42*	*9,92,93*
	1938-39	34,48	..	44,42	2,47,79	6,61,50	9,88,19
North Western (Military)	*1937-38*	*2,62*	..	*2,24*	*9,72*	*69,98*	*84,56*
	1938-39	2,81	..	1,91	7,97	63,70	76,39
North Western (Total)	*1937-38*	*38,21*	..	*49,17*	*2,76,71*	*7,13,40*	*10,77,49*
	1938-39	37,29	..	46,33	2,55,76	7,25,20	10,64,58
South Indian	*1937-38*	*1,34*	*Nil*	*5,84*	*23,74*	*86,45*	*1,17,37*
	1938-39	73	..	5,53	25,65	89,08	1,20,99
TOTAL 5′ 6″ GAUGE	*1937-38*	*7,91,04*	*2,92,95*	*2,01,32*	*9,25,65*	*30,83,26*	*52,92,72*
	1938-39	7,53,31	2,81,65	2,00,49	9,24,03	30,97,43	52,56,91
3′ 3¾″ GAUGE.							
Assam-Bengal	*1937-38*	*3,13*	*25*	*2,09*	*9,33*	*87,37*	*1,02,17*
	1938-39	3,91	28	2,73	14,18	95,45	1,16,55
Bengal and North Western	*1937-38*	*9,64*	..	*5,76*	*49,79*	*1,66,98*	*2,32,17*
	1938-39	10,74	..	5,37	48,25	1,63,43	2,27,79
Bombay, Baroda and Central India	*1937-38*	*6,81*	*2,87*	*5,92*	*74,15*	*2,38,80*	*3,28,55*
	1938-39	6,40	2,75	5,14	63,84	2,38,49	3,16,62

for the years 1937-38 and 1938-39 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							5′ 6″ Gauge.
3·45	*2·65*	*2·52*	*9·51*	*4·55*	*3·20*	*4·24*	Bengal Nagpur.
3·39	2·55	2·52	9·06	4·76	3·13	4·29	
2·56	*2·12*	*1·80*	*7·77*	*9·96*	*2·55*	*7·25*	Bombay, Baroda and Central India.
2·58	2·35	1·80	8·27	10·3	2·57	7·63	
4·36	*3·09*	*2·88*	*8·55*	*9·01*	*4·20*	*7·59*	Eastern Bengal.
4·25	2·99	2·82	8·31	8·77	4·03	7·28	
3·12	*2·35*	*2·45*	*5·52*	*7·38*	*2·84*	*4·10*	East Indian.
3·22	2·20	2·46	5·57	7·40	2·88	4·19	
2·56	*2·38*	*2·02*	*7·32*	*8·16*	*2·53*	*5·85*	Great Inidan Peninsula.
2·86	2·33	1·95	6·96	7·93	2·74	5·99	
4·03	*2·16*	*2·55*	*6·64*	*8·53*	*2·51*	*5·73*	Madras and Southern Mahratta.
3·95	2·08	2·56	7·18	8·50	2·38	5·80	
4·12	*3·96*	*2·44*	*6·39*	*9·65*	*4·06*	*6·13*	Nizam's State.
4·31	4·20	2·42	6·89	9·42	4·27	6·28	
2·31	*2·33*	*2·03*	*7·24*	*9·05*	*2·31*	*6·77*	North Western (Commercial).
2·47	..	2·04	7·58	9·31	2·47	7·08	
2·33	..	*2·04*	*7·48*	*7·07*	*2·33*	*6·30*	North Western (Military).
2·48	..	2·07	7·69	6·95	2·48	6·23	
2·31	*2·33*	*2·03*	*7·24*	*8·81*	*2·15*	*6·73*	North Western (Total).
2·47	..	2·04	7·58	9·04	2·47	7·02	
5·54	*Nil*	*2·47*	*11·4*	*9·60*	*5·54*	*8·72*	South Indian.
5·42	..	2·44	10·8	9·61	5·42	8·56	
3·08	*2·42*	*2·28*	*7·05*	*7·63*	*2·87*	*5·29*	Total 5′ 6″ Gauge.
3·20	2·38	2·27	7·18	7·77	2·92	5·42	
							3′ 3¾″ Gauge.
4·40	*2·45*	*2·41*	*8·47*	*7·65*	*4·16*	*7·21*	Assam-Bengal.
3·90	2·46	2·52	8·43	7·97	3·75	7·35	
4·37	*2·59*	*2·76*	*9·50*	*6·40*	*4·37*	*6·52*	Bengal and North Western.
4·35	2·50	2·64	6·52	7·44	4·35	6·72	
2·84	*2·25*	*1·80*	*7·57*	*9·96*	*2·64*	*8·07*	Bombay, Baroda and Central India.
3·03	2·27	1·80	8·32	10·3	2·75	8·56	

13.—Statement of goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41 +42+43.)
37	38	39	40	41	42	43	44
3' 3⅜" GAUGE—*concld.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1937-38*	*7,60*	*1,36*	*1,63*	*16,54*	*95,26*	*1,22,44*
	1938-39	8,77	1,81	2,21	16,32	97,43	1,26,54
Jodhpur	*1937-38*	*75*	*9*	*1,67*	*22,78*	*47,26*	*72,55*
	1938-39	48	5	1,92	22,71	44,00	69,16
Madras and Southern Mahratta	*1937-38*	*2,02*	*97*	*7,91*	*67,65*	*1,17,88*	**2,04,42*
	1938-39	2,52	5	8,98	87,68	1,01,12	*2,10,23
Mysore State	*1937-38*	†	†	†	†	†	†
	1938-39	71	..	69	8,64	29,13	39,17
Nizam's State	*1937-38*	*1,93*	*4*	*89*	*18,48*	*30,54*	*51,88*
	1938-39	1,42	3	92	20,00	25,36	47,73
Rohilkund and Kumaon	*1937-38*	*17*	..	*28*	*6,12*	*35,82*	*42,39*
	1938-39	18	..	29	4,51	37,44	42,42
South Indian	*1937-38*	*2,44*	*Nil*	*2,65*	*47,85*	*1,15,96*	*1,68,90*
	1938-39	1,36	..	2,43	47,85	1,12,53	1,64,17
TOTAL 3' 3⅜" GAUGE	*1937-38*	*34,49*	*5,58*	*28,85*	*3,12,69*	*9,35,87*	*13,25,47*
	1938-39	36,49	4,97	30,68	3,33,98	9,44,38	13,60,38
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	*1937-38*	*1,84*	*4*	*89*	*4,82*	*11,79*	*19,38*
	1938-39	2,24	3	93	4,79	11,65	19,64
Bombay, Baroda and Central India.	*1937-38*	*4*	*Nil*	*Nil*	*1,19*	*4,37*	*5,60*
	1938-39	4	..	..	1,30	4,40	5,74
Eastern Bengal	*1937-38*	..	..	..	..	*5*	*5*
	1938-39	..	..	..	..	4	4
Great Indian Peninsula	*1937-38*	*15*	..	..	*1,20*	*3,92*	*5,27*
	1938-39	16	..	..	1,81	3,33	5,30
Mysore State	*1937-38*	†	†	†	†	†	†
	1938-39	..	..	..	14	1,29	1,43
North Western (Commercial)	*1937-38*	*77*	..	*23*	*3,47*	*12,45*	*16,92*
	1938-39	78	..	17	3,39	10,95	15,29
North Western (Military)	*1937-38*	*8*	..	*6*	*25*	*3,52*	*3,91*
	1938-39	10	..	8	25	2,48	2,91
North Western (Total)	*1937-38*	*85*	..	*29*	*3,72*	*15,97*	*20,53*
	1938-39	88	..	25	3,64	13,43	18,20
South Indian	*1937-38*	*Nil*	*Nil*	*Nil*	*53*	*72*	*1,25*
	1938-39	..	..	..	26	77	1,03
TOTAL 2' 6" & 2' 0" GAUGES	*1937-38*	*2,88*	*4*	*1,18*	*11,46*	*36,82*	*52,38*
	1938-39	3,32	3	1,18	11,94	34,91	51,38
TOTAL CLASS I RAILWAYS	*1937-38*	*8,28,41*	*2,98,57*	*2,31,35*	*12,47,80*	*40,55,95*	*66,70,57*
	1938-39	7,93,12	2,86,65	2,32,35	12,69,95	40,76,72	66,68,37

* Includes Mormugao Harbour receipts .. 1937-38 790 .. 1938-39 988
† Included under Class II Railways.

for the years 1937-38 and 1938-39 (In thousands)—concld.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3′ 3⅜″ Gauge—*concld.*
4·20	*2·78*	*2·83*	*8·52*	*10·2*	*3·92*	*8·63*	Eastern Bengal.
4·06	2·64	2·76	8·34	9·58	3·73	8·04	
2·31	*2·15*	*2·08*	*7·04*	*9·10*	*2·29*	*7·56*	Jodhpur.
2·30	2·27	2·07	7·71	8·90	2·29	7·67	
5·23	*2·22*	*2·48*	*10·5*	*9·54*	*3·63*	*8·61*	Madras and Southern Mahratta.
5·15	4·71	2·46	10·6	10·1	5·14	8·96	
†	†	†	†	†	†	†	Mysore State.
4·27	1·88	2·00	8·92	9·29	4·27	8·49	
4·52	*3·65*	*2·53*	*5·49*	*13·1*	*4·50*	*9·79*	Nizam's State.
4·19	2·98	2·51	8·73	12·2	4·15	9·38	
3·36	..	*2·45*	*12·2*	*7·37*	*3·36*	*7·67*	Rohilkund and Kumaon.
3·40	..	2·45	13·1	7·51	3·40	7·71	
5·67	*2·19*	*2·59*	*10·7*	*10·6*	*5·67*	*9·98*	South Indian.
5·47	..	2·56	10·4	10·7	5·47	10·1	
3·97	*2·42*	*2·35*	*5·95*	*8·80*	*3·64*	*8·01*	Total 3′ 3⅜″ Gauge.
3·97	2·51	2·34	8·76	9·22	3·71	8·19	
							2′ 6″ and 2′ 0″ Gauges.
5·81	*2·45*	*2·45*	*10·7*	*7·05*	*5·66*	*6·88*	Bengal Nagpur.
5·97	2·45	2·45	10·5	7·95	5·87	7·29	
7·43	..	*1·80*	*22·4*	*15·0*	*7·43*	*16·0*	Bombay, Baroda and Central India.
6·94	..	1·80	20·9	16·8	6·94	17·4	
..	..	..	*23·0*	*18·1*	..	*18·1*	Eastern Bengal.
..	..	..	21·2	6·00	..	6·12	
6·10	..	..	*12·5*	*19·0*	*6·10*	*16·1*	Great Indian Peninsula.
6·16	..	..	12·3	20·0	6·16	15·7	
†	†	†	†	†	†	†	Mysore State.
5·50	..	2·88	7·73	11·7	5·50	11·1	
4·26	..	*5·58*	*15·3*	*17·8*	*4·27*	*14·8*	North Western (Commercial).
4·48	..	5·59	16·4	20·2	4·48	16·1	
3·93	..	*3·61*	*12·0*	*13·1*	*3·93*	*12·0*	North Western (Military).
4·18	..	3·86	12·7	11·8	4·18	10·6	
4·23	..	*5·04*	*15·0*	*16·5*	*4·23*	*14·1*	North Western (Total).
4·44	..	4·90	16·1	17·9	4·44	14·8	
Nil	*Nil*	*2·89*	*12·9*	*15·1*	*Nil*	*14·1*	South Indian.
19·2	..	2·88	13·1	13·5	19·2	13·4	
5·26	*2·45*	*2·80*	*12·9*	*11·6*	*5·19*	*10·3*	Total 2′ 6″ and 2′ 0″ Gauges.
5·49	2·45	2·71	12·8	12·4	5·44	10·7	
3·12	*2·42*	*2·29*	*7·48*	*7·90*	*2·90*	*5·69*	Total Class I Railways.
3·23	2·38	2·28	7·57	8·09	2·95	5·84	

14.—*Statement of Revenue Earnings and Expenses*

NOTE. I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to Depreciation Reserve'.

NOTE. II.— "Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve

NOTE. III.— Please see note under heading of Statt. No. 2 (*a*).

Railway.	Year.	Capital at charge* / Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§(*a*)
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal-Nagpur	*1937-38*	*2,31,574*	*9,17,81*	*36,079*	*691·9*	*6·39*
	1938-39	2,32,017	9,15,75	35,671	684·1	6·17
Bombay, Baroda and Central India	*1937-38*	*2,19,649*	*7,17,23*	*57,002*	*1,092·7*	*7·53*
	1938-39	2,20,349	7,15,38	56,795	1,089·2	7·57
Eastern Bengal	*1937-38*	*2,59,889*	*3,79,59*	*42,151*	*808·4*	*4·89*
	1938-39	2,61,155	3,91,03	43,433	833·0	4·93
East Indian	*1937-38*	*3,38,355*	*21,15,03*	*46,782*	*897·2*	*6·51*
	1938-39	3,38,654	20,84,14	46,031	882·8	6·18
Great Indian Peninsula	*1937-38*	*3,17,369*	*13,45,80*	*37,964*	*728·0*	*6·03*
	1938-39	3,18,657	13,39,33	38,364	735·7	5·79
Madras and Southern Mahratta	*1937-38*	*1,81,867*	*4,48,97*	*38,800*	*744·1*	*6·21*
	1938-39	1,81,697	4,64,11	40,108	769·2	6·40
Nizam's State	*1937-38*	*1,10,793*	*1,58,72*	*23,066*	*442·4*	*7·95*
	1938-39	1,10,132	1,60,73	23,358	448·0	7·82
North Western (Commercial)	*1937-38*	*2,25,788*	*15,65,92*	*32,300*	*619·5*	*7·08*
	1938-39	2,26,822	15,37,56	31,715	608·2	6·82
North Western (Military)	*1937-38*	*1,97,627*	*1,38,46*	*9,305*	*183·0*	*5·03*
	1938-39	1,98,084	1,26,62	8,967	172·0	4·61
North Western (Total)	*1937-38*	*2,18,826*	*17,04,38*	*27,226*	*522·1*	*6·85*
	1938-39	2,19,703	16,64,18	26,584	509·8	6·59
South Indian	*1937-38*	*1,88,552*	*1,94,83*	*24,411*	*468·1*	*4·60*
	1938-39	1,89,213	1,94,21	24,303	466·1	4·41
TOTAL 5' 6" GAUGE	*1937-38*		*79,32,36*	*36,943*	*708·5*	*6·40*
	1938-39		79,28,86	36,732	704·5	6·19
3' 3½" GAUGE.						
Assam-Bengal	*1937-38*	‡‡*1,97,737*	*1,87,14*	‡‡*13,680*	‡‡*262·4*	*3·86*
	1938-39	††2,00,259	2,04,29	14,943	286·6	3·74
Bengal and North Western	*1937-38*	*1,02,994*	*3,84,24*	*16,776*	*322·0*	*4·00*
	1938-39	1,04,386	3,80,77	16,625	319·0	4·00
Bombay, Baroda and Central India	*1937-38*	‡	*5,32,51*	*26,296*	*504·0*	*6·22*
	1938-39		5,23,09	25,831	495·6	5·88

* In the case of State-owned railways † In the case of other than State-owned railways.

§ The gross earnings [col. (4)], working expenses [col. (8)] and net earnings [col. (11)], include figures relating to steam boat service.

‡ Included in 5' 6" Gauge.

‡‡ Revised figures.

(*a*) The results for 1938-39 in columns 7, 10 and 13 are worked out on the total train mileage inclusive of Rail-Car miles in the

†† The capital at charge (excluding ferries) has been taken at Rs. 26,16,15,860, which includes a sum of Rs. 75,70,000, being the from the figure appearing against the Assam Bengal Railway in statement 5.

of Class I Railways rated against selected units for the years 1937-38 and 1938-39.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., R' & K., Jodhpur and N. S. tion Reserve Fund' instead.
Fund from 1936-37.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ (a) 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§(a) 13	Railway. 14
						5' 6" GAUGE.
6,32,36	*474·5*	*4·38*	*2,85,45*	*11,337·7*	*2·01*	Bengal-Nagpur.
6,52,95	486·8	4·39	2,62,80	10,282·9	1·78	
4,29,49	*654·5*	*4·51*	*2,87,74*	*22,868·3*	*3·02*	Bombay, Baroda and Central India.
4,26,09	648·9	4·51	2,89,20	2,29,67·3	3·06	
3,21,43	*634·5*	*4·14*	*58,16*	*6,457·3*	*0·75*	Eastern Bengal.
3,32,71	708·7	4·19	58,32	6,478·0	0·73	
12,72,01	*539·3*	*3·91*	*3,43,02*	*18,662·3*	*2·60*	East Indian.
12,99,79	550·5	3·85	7,84,35	17,326·5	2·33	
8,95,77	*484·4*	*4·01*	*4,50,03*	*12,694·9*	*2·02*	Great Indian Peninsula.
9,03,48	496·3	3·91	4,35,85	12,484·2	1·88	
2,31,32	*467·1*	*3·90*	*1,67,15*	*14,445·0*	*2·31*	Madras and Southern Mahratta.
2,90,30	481·1	4·00	1,73,81	15,020·6	2·40	
67,84	*189·1*	*3·40*	*90,83*	*13,206·3*	*4·55*	Nizam's State.
68,35	191·9	3·35	91,88	13,353·2	4·47	
9,69,49	*387·9*	*4·43*	*5,85,43*	*12,075·5*	*2·65*	North Western (Commercial).
9,91,53	392·2	4·40	5,46,03	11,262·9	2·42	
1,30,99	*245·8*	*6·58*	*—42,53*	*—3,011·5*	*—1·55*	North Western (Military).
1,72,42	234·1	6·28	—45,80	—3,242·4	—1·67	
11,61,48	*355·8*	*4·67*	*5,42,90*	*8,672·2*	*2·18*	North Western (Total).
11,63,95	356·6	4·61	5,00,23	7,990·8	1·98	
1,11,69	*268·4*	*2·64*	*83,14*	*10,416·0*	*1·96*	South Indian.
1,12,97	271·1	2·57	81,24	10,166·6	1·84	
51,73,59	*458·9*	*4·15*	*28,08,47*	*13,012·3*	*2·25*	TOTAL 5' 6" GAUGE.
52,51,09	466·4	4·10	26,77,77	12,411·1	2·09	
						3' 3½" GAUGE.
1,61,34	*‡‡224·7*	*3·31*	*25,30*	*‡‡1,962·1*	*0·55*	Assam-Bengal.
1,65,91	232·1	3·03	38,38	2,842·4	0·71	
1,33,34	*153·0*	*2·00*	*2,00,90*	*8,796·0*	*2·00*	Bengal and North Western.
1,91,35	159·0	2·00	1,89,42	7,883·0	2·00	
2,93,21	*277·9*	*3·43*	*2,39,30*	*11,817·1*	*2·79*	Bombay, Baroda and Central India.
3,02,70	287·0	3·40	2,20,39	10,383·4	2·48	

but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.

ratio of 3 Car miles =.1 train mile.
interest during construction to end of June 1898. In Government accounts this is charged to revenue and it is, therefore, excluded

14.—Statement of Revenue Earnings and Expenses of Class I

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway system) include the figures of "Appropriation to Depre-
NOTE II.— "Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve
NOTE III.—Please see note under heading of Statt. No. 2 (*a*).

Railway.	Year.	Capital at charge.* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§ (*d*)
1	2	3	4	5	6	7
3′ 3⅜″ GAUGE—*concld.*						
Eastern Bengal	*1937-38*	‡	*2,14,32*	*19,623*	*376·3*	*4·36*
	1938-39	‡	2,15,42	19,634	376·5	4·30
Jodhpur	*1937-38*	*57,477*	*1,26,65*	*12,005*	*230·2*	*5·77*
	1938-39	57,993	1,21,10	11,493	220·4	5·34
Madras and Southern Mahratta	*1937-38*	‡	*¶3,08,36*	*14,923*	*286·2*	*3·89*
	1938-39	‡	¶3,00,22	15,984	306·5	4·00
Mysore State	*1937-38*	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)
	1938-39	87,105	72,65	12,111	232·3	3·16
Nizam's State	*1937-38*	‡	*86,43*	*13,100*	*251·2*	*4·99*
	1938-39	‡	81,89	12,319	236·3	4·48
Rohilkund and Kumaon	*1937-38*	*81,593*	*75,18*	*13,357*	*257·0*	*4·60*
	1938-39	82,804	74,56	13,285	252·0	4·60
South Indian	*1937-38*	‡	*3,62,11*	*20,126*	*386·0*	*3·26*
	1938-39	‡	3,50,14	19,457	373·1	3·13
TOTAL 3′ 3⅜″ GAUGE	*1937-38*		*22,76,94*	*17,593*	*337·4*	*4·27*
	1938-39		23,24,13	17,394	333·9	4·12
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal Nagpur	*1937-38*	‡	*32,94*	*3,556*	*68·2*	*1·76*
	1938-39	‡	33,50	3,616	69·4	1·70
Bombay, Baroda and Central India	*1937-38*	‡	*10,94*	*4,572*	*93·1*	*2·49*
	1938-39	‡	11,53	5,135	98·7	2·54
Eastern Bengal	*1937-38*	‡	*1,27*	*3,459*	*66·3*	*1·06*
	1938-39	‡	1,32	3,590	68·8	1·00
Great Indian Peninsula	*1937-38*	‡	*8,15*	*3,337*	*64·0*	(*a*) *1·77*
	1938-39	‡	8,44	3,454	66·2	1·87
Mysore	*1937-38*	(*b*)	(*b*)	(*b*)	(*b*)	(*b*)
	1938-39	‡	3,59	(*c*) 2,787	53·5	1·40
North Western (Commercial)	*1937-38*	‡	*32,94*	*8,647*	*165·8*	*3·36*
	1938-39	‡	28,46	7,590	145·6	3·19
North Western (Military)	*1937-38*	‡	*6,40*	*2,100*	*40·3*	*3·11*
	1938-39	‡	5,07	1,662	31·9	2·67
North Western (Total)	*1937-38*	‡	*39,34*	*5,736*	*110·0*	*3·31*
	1938-39	‡	33,53	4,931	94·6	3·10
South Indian	*1937-38*	‡	*2,91*	*2,951*	*56·6*	*0·85*
	1938-39	‡	2,40	2,433	46·7	1·13
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1937-38*		*95,55*	*4,311*	*82·7*	*2·17*
	1938-39		94,31	4,031	77·0	2·06
TOTAL CLASS I RAILWAYS	*1937-38*	(*a*)*2,23,323*	*1,03,54,85*	*28,215*	*541·1*	*5·68*
	1938-39	2,62,980	1,03,47,30	27,803	533·4	5·48

* In the case of State-owned railways. † In the case of other than State-owned
§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service
‡ Included in 5′ 6″ gauge
¶ Includes earnings & expenditure of Mormugao Harbour.
(*a*) Revised figures. (*b*) Included under class II Railways. (*c*) Excludes earnings of Tadasa Hebbe Tramway.
†† Included in 3′ 3⅜″ Gauge.
(*d*) The results for 1938-39 in columns 7, 10 and 13 are worked out on the total train mileage inclusive of Rail-Car miles in the ratio

Railways rated against selected units for the years 1937-38 and 1938-39—concld.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., R & K., Jodhpur and N. S. ciation Reserve Fund " instead.

Fund from 1936-37.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ (d) 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ (d) 13	Railway. 14
						3′ 3⅜″ GAUGE—*concld.*
1,50,56	*259·9*	*3·01*	*63,76*	*6,071·4*	*1·35*	Eastern Bengal.
1,68,22	290·3	3·31	47,20	4,498·8	0·99	
65,78	*119·6*	*3·00*	*60,37*	*5,769·4*	*2·77*	Jodhpur.
68,21	124·2	3·01	52,89	5,018·9	2·33	
¶2,11,43	*196·6*	*2·67*	*¶96,93*	*4,672·6*	*1·22*	Madras and Southern Mahratta.
¶1,99,32	203·8	2·66	¶100,90	5,357·6	1·34	
(b)	*(b)*	*(b)*	*(b)*	*(b)*	*(b)*	Mysore State.
51,24	163·8	2·23	21,41	3,569·0	0·93	
48,83	*142·0*	*2·82*	*37,60*	*5,698·6*	*2·17*	Nizam's State.
50,56	145·9	2·76	31,33	4,712·8	1·72	
37,69	*129·0*	*2·00*	*37,49*	*6,660·0*	*2·00*	Rohilkund and Kumaon.
41,06	140·0	2·00	33,50	5,969·0	2·00	
2,58,93	*276·7*	*2·34*	*1,03,18*	*5,697·6*	*0·92*	South Indian.
2,61,57	279·6	2·34	88,57	4,878·1	0·79	
14,11,61	*208·9*	*2·64*	*8,65,33*	*6,702·1*	*1·63*	TOTAL 3′ 3⅜″ GAUGE.
15,00,14	295·4	2·65	8,23,99	6,210·2	1·47	
						2′ 6″ AND 2′ 0″ GAUGES.
43,74	*100·9*	*2·60*	*—15,80*	*—1,705·8*	*—0·84*	Bengal Nagpur.
50,14	103·8	2·55	—16,64	—1,796·3	—0·85	
8,34	*71·3*	*1·90*	*2,60*	*1,155·0*	*0·59*	Bombay, Baroda and Central India.
8,36	71·4	1·85	3,17	1,407·9	0·69	
1,29	*67·2*	*1·07*	*—2*	*—46·1*	*—0·01*	Eastern Bengal.
1,23	64·2	0·93	9	242·7	0·07	
4,27	*33·5*	*(a) 0·93*	*3,88*	*1,590·6*	*(a) 0·84*	Great Indian Peninsula.
4,29	33·6	0·95	4,15	1,703·3	0·92	
(b)	*(b)*	*(b)*	*(b)*	*(b)*	*(b)*	Mysore State.
2,35	35·0	0·92	1,24	960·0	0·48	
42,39	*215·9*	*4·37*	*—9,95*	*—2,612·0*	*—1·01*	North Western (Commercial).
38,54	197·2	4·32	—10,08	—2,692·2	—1·13	
16,22	*102·0*	*7·37*	*—9,82*	*—3,219·5*	*—4·76*	North Western (Military).
18,78	118·1	9·90	—13,71	—4,496·6	—7·23	
59,11	*165·3*	*4·98*	*—19,77*	*—2,882·0*	*—1·67*	North Western(Total).
57,32	161·7	5·30	—23,79	—3,501·4	—2·20	
4,76	*92·5*	*1·39*	*—1,85*	*—1,871·6*	*—0·54*	South Indian.
4,30	83·6	2·02	—1,90	—1,926·6	—0·89	
1,26,51	*109·4*	*2·88*	*—30,96*	*—1,396·7*	*—0·70*	TOTAL 2′ 6″ AND 2′ 0″ GUAGES.
1,27,99	104·9	2·79	—33,68	—1,439·3	—0·74	
67,12,01	*350·6*	*3·68*	*36,42,54*	*9,937·5*	*2·00*	TOTAL CLASS I RAILWAYS.
68,79,22	354·2	3·64	34,68,08	9,335·5	1·84	

Railways.

but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

of 3 car miles = 1 train mile.

15.—*Results of working of Class I Railways*

NOTE I.—The rate of interest for calculating the figures given under column 16 was

NOTE II.—Upto the year 1935-36, the figures of total working expenses of other than State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway system) include the figures of 'Appropriation to

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
'6" GAUGE.							
Bengal-Nagpur	*1937-38*	*6,11,43,540*	*1,52,26,150*	*4,59,17,390*	*3·10*	*2·53*	*0·57*
	1938-39	6,34,75,893	1,61,93,786	4,72,82,107	2·95	2·58	0·37
Bombay, Baroda and Central India	*1937-38*	*4,17,63,653*	*1,78,99,959*	*2,38,63,694*	*4·16*	*2·72*	*1·44*
	1938-39	4,14,10,984	1,82,24,753	2,31,86,231	4·15	2·78	1·37
Eastern Bengal	*1937-38*	*3,09,03,652*	*1,74,76,942*	*1,34,26,710*	*2·67*	*3·08*	*—0·41*
	1938-39	3,18,81,696	1,66,38,799	1,52,42,897	2·71	2·93	—0·22
East Indian	*1937-38*	*12,31,92,450*	*3,81,77,955*	*8,50,14,495*	*3·43*	*2·14*	*1·29*
	1938-39	12,51,11,439	3,97,07,599	8,54,03,840	3·35	2·17	1·18
Great Indian Peninsula	*1937-38*	*8,77,33,672*	*3,70,19,408*	*5,07,14,264*	*3·02*	*2·57*	*0·45*
	1938-39	8,74,06,751	3,80,37,130	4,93,69,621	2·88	2·53	0·35
Madras and Southern Mahratta	*1937-38*	*2,71,51,125*	*1,10,77,659*	*1,60,73,466*	*3·62*	*2·49*	*1·13*
	1938-39	2,83,15,942	1,11,84,797	1,71,31,145	3·55	2·51	1·04
Nizam's State	*1937-38*	*65,18,643*	*20,15,022*	*45,03,621*	*4·35*	*2·05*	*2·30*
	1938-39	66,34,149	20,50,955	45,83,194	4·15	2·06	2·09
North Western	*1937-38*	*11,29,16,527*	*4,89,67,240*	*6,39,49,287*	*3·77*	*3·17*	*0·60*
	1938-39	11,24,30,574	4,96,02,080	6,28,28,494	3·50	3·16	0·34
South Indian	*1937-38*	*1,09,82,215*	*65,45,684*	*44,36,531*	*2·28*	*2·00*	*0·28*
	1938-39	1,09,26,389	63,55,870	45,70,519	2·24	1·89	0·35
3' 3½" GAUGE.							
Assam-Bengal	*1937-38*	*1,52,29,888*	*70,08,794*	*82,21,094*	*3·23*	*2·98*	*0·25*
	1938-39	1,60,48,497	71,12,694	89,35,803	3·07	2·69	0·38
Bengal and North-Western	*1937-38*	*1,62,60,165*	*75,06,232*	*87,53,933*	*2·00*	*1·00*	*1·00*
	1938-39	1,69,92,972	80,69,493	89,23,479	2·00	1·00	1·00
Bombay, Baroda and Central India	*1937-38*	*2,85,75,480*	*1,13,61,852*	*1,72,13,628*	*3·96*	*2·30*	*1·66*
	1938-39	2,94,25,073	1,21,93,132	1,72,31,941	3·82	2·36	1·46
Eastern Bengal	*1937-38*	*1,39,68,831*	*72,35,975*	*67,32,856*	*2·72*	*2·33*	*0·39*
	1938-39	1,57,24,200	77,30,437	79,93,763	2·68	2·53	0·15
Jodhpur	*1937-38*	*61,18,159*	*23,46,489*	*37,71,670*	*4·66*	*2·22*	*2·44*
	1938-39	63,52,707	25,98,003	37,54,704	3·95	2·18	1·77
Madras and Southern Mahratta	*1937-38*	*1,99,41,145*	*84,94,928*	*1,14,46,217*	*2·20*	*1·94*	*0·26*
	1938-39	1,88,29,484	77,95,406	1,10,34,078	2·09	1·93	0·16
Mysore State	(a) *1937-38*	..	..	..	..	..	..
	1938-39	50,01,624	25,86,593	24,15,031	2·14	1·74	0·40
Nizam's State	*1937-38*	*47,17,917*	*22,25,594*	*24,92,323*	*2·70*	*1·85*	*0·85*
	1938-39	48,89,184	23,98,468	24,90,716	2·45	1·83	0·62
Rohilkund and Kumaon	*1937-38*	*33,27,423*	*15,21,656*	*18,05,767*	*1·99*	*1·07*	*0·92*
	1938-39	37,79,151	18,06,620	19,72,531	1·96	1·24	0·72
South Indian	*1937-38*	*2,44,93,107*	*1,52,94,026*	*91,99,081*	*2·05*	*1·77*	*0·28*
	1938-39	2,46,27,989	1,55,50,605	90,77,384	1·93	1·78	0·15

§ The results in columns 6 to 17 exclude steam boat

*Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

(a) Included under Class II Railways.

for the years 1937-38 and 1938-39.

changed from 5½ to 4½ per cent. per annum with effect from the year 1933-34 and further reduced to 4 per cent. from 1938-39.
actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur Depreciation Reserve Fund' instead.

§ Goods Traffic.

Goods earnings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile (including interest on capital expended on open line at the rate of 4 per cent. per annum) (see note under the heading).	Profit on working a goods unit (*viz.*, one ton) one mile.	Railway.
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5′ 6″ Gauge.
8·64	*5·59*	*3·05*	*40·8*	*26·4*	*14·4*	*2·75*	*4·21*	*1·49*	Bengal Nagpur.
8·45	5·61	2·84	40·9	27·2	13·7	2·86	4·18	1·43	
14·6	*8·06*	*6·53*	*62·7*	*34·6*	*28·1*	*3·95*	*6·19*	*3·31*	Bombay, Baroda and Central India.
14·9	8·03	6·90	64·7	34·8	29·9	4·06	6·13	3·57	
10·3	*6·43*	*3·91*	*48·0*	*29·9*	*18·1*	*4·35*	*7·31*	*2·71*	Eastern Bengal.
9·89	6·76	3·13	45·1	30·8	14·3	5·12	7·37	2·16	
10·0	*5·82*	*4·19*	*38·7*	*22·5*	*16·2*	*2·39*	*3·68*	*1·71*	East Indian.
9·27	5·57	3·70	38·1	22·9	15·2	2·53	3·73	1·66	
11·3	*6·40*	*4·90*	*49·8*	*28·3*	*21·5*	*3·36*	*5·37*	*2·49*	Great Indian Peninsula.
10·8	6·10	4·74	49·2	27·7	21·5	3·40	5·21‡	2·59	
9·96	*5·76*	*4·20*	*44·4*	*25·7*	*18·7*	*3·33*	*5·18*	*2·40*	Madras and Southern Mahratta.
10·7	6·11	4·56	45·5	26·1	19·4	3·34	4·91	2·46	
11·2	*4·44*	*6·74*	*54·4*	*21·6*	*32·8*	*2·45*	*††4·89*	*3·68*	Nizam's State.
11·0	4·33	6·71	54·4	21·4	33·0	2·47	††4·76	3·81	
11·6	*6·80*	*4·80*	*51·1*	*30·4*	*20·7*	*4·00*	*6·26*	*2·73*	North Western.
11·2	6·57	4·68	51·8	30·3	21·5	4·14	6·24	2·88	
12·3	*4·62*	*7·70*	*74·4*	*27·9*	*46·5*	*3·50*	*5·29*	*5·22*	South Indian.
11·6	4·36	7·24	72·2	27·1	45·1	3·44	5·02	5·12	
									3′ 3⅜″ Gauge.
4·34	*3·48*	*0·86*	*32·7*	*26·2*	*6·50*	*5·32*	*10·3*	*1·39*	Assam-Bengal.
4·39	3·35	1·04	33·0	25·1	7·90	5·63	9·31	1·72	
6·00	*2·00*	*4·00*	*29·0*	*12·0*	*17·0*	*2·00*	*3·93*	*4·52*	Bengal and North-Western.
6·00	3·00	3·00	30·0	13·0	17·0	3·00	4·01	3·72	
9·10	*4·76*	*4·34*	*41·6*	*21·7*	*19·9*	*4·20*	*5·74*	*3·88*	Bombay, Baroda and Central India.
8·49	4·61	3·88	40·1	21·8	18·3	4·63	6·11	3·93	
7·02	*3·93*	*3·09*	*32·1*	*18·0*	*14·1*	*4·86*	*†7·59*	*3·77*	Eastern Bengal.
6·72	4·35	2·37	30·2	19·6	10·6	5·24	†7·57	2·80	
6·39	*3·31*	*3·08*	*30·8*	*15·9*	*14·9*	*3·93*	*5·68*	*3·63*	Jodhpur.
6·43	3·48	2·95	31·8	17·2	14·6	4·16	5·78	3·51	
5·88	*3·42*	*2·46*	*40·4*	*23·5*	*16·9*	*5·02*	*7·62*	*3·59*	Madras and Southern Mahratta.
6·23	3·42	2·81	42·6	23·4	19·2	4·94	7·10	4·02	
..	..	..	..	..	..	..	..	..	Mysore State
4·84	2·95	1·89	42·8	26·0	6·74	5·23	7·66	3·26	
9·86	*4·70*	*5·16*	*54·2*	*25·8*	*28·4*	*4·70*	**	*5·09*	Nizam's State.
9·30	4·82	4·48	51·0	26·4	24·6	4·90	**	4·48	
5·63	*2·41*	*3·27*	*35·2*	*14·9*	*20·3*	*3·27*	‡5·32	*4·40*	Rohilkund and Kumaon.
5·85	2·71	3·14	37·3	17·2	20·1	3·59	5·38	4·12	
7·31	*3·98*	*3·33*	*41·7*	*22·7*	*19·0*	*5·51*	*9·03*	*4·47*	South Indian.
7·23	4·01	3·22	40·3	22·4	17·9	5·63	8·81	4·47	

earnings and expenses.
sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.
†Metre and Narrow gauges combined.
** Included in Broad gauge. ††Broad and Metre gauges combined. ‡Revised figure.

16.—*Statement of Ton Mileage pertaining to Steam and Electric Locomotives on* **Class I Railways** *for the years 1937-38 and 1938-39.*

NOTE.—The figures in this Statement *exclude* the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1937-38*	*3,184,272*	*1,810,756*	*6,280,379*	*2,422,910*	*7,197,592*	*2,441,405*	*7,362,528*
	1938-39	3,143,827	1,859,285	6,226,536	2,502,136	7,172,304	2,520,722	7,359,924
Bombay, Baroda and Central India	*1937-38*	*1,149,912*	*1,241,302*	*2,495,674*	*1,629,615*	*2,769,932*	*1,633,318*	*2,827,864*
	1938-39	1,085,822	1,255,099	2,397,989	1,645,778	2,665,573	1,650,272	2,722,389
Eastern Bengal	*1937-38*	*456,222*	*1,525,195*	*1,101,405*	*2,058,342*	*1,281,959*	*2,067,488*	*1,588,353*
	1938-39	484,615	1,412,624	1,165,443	1,921,574	1,337,799	1,929,163	1,767,317
East Indian	*1937-38*	*6,768,415*	*5,107,572*	*13,499,123*	*6,905,018*	*15,031,233*	*6,976,755*	*15,535,805*
	1938-39	6,410,120	5,200,776	12,990,235	7,012,860	14,575,859	7,082,179	15,232,482
Great Indian Peninsula—Steam	*1937-38*	*2,603,189*	*2,993,955*	*5,572,874*	*3,988,109*	*6,399,249*	*3,992,583*	*6,487,385*
	1938-39	2,499,427	3,123,505	5,466,204	4,180,794	6,298,146	4,185,603	6,404,988
Great Indian Peninsula—Electric	*1937-38*	*279,114*	*507,093*	*596,490*	*667,353*	*682,923*	*667,897*	*692,354*
	1938-39	270,497	524,859	588,990	686,928	682,149	687,445	691,861
Madras and Southern Mahratta	*1937-38*	*921,030*	*1,216,048*	*2,103,618*	*1,667,004*	*2,404,947*	*1,679,862*	*2,438,643*
	1938-39	980,597	1,214,014	2,216,372	1,663,036	2,534,959	1,674,291	2,562,151
Nizam's State	*1937-38*	*352,013*	*231,647*	*730,587*	*391,336*	*862,647*	*393,826*	*875,741*
	1938-39	353,735	292,862	740,922	402,761	881,494	403,268	901,169
North Western	*1937-38*	*2,942,998*	*4,555,954*	*6,644,416*	*5,988,492*	*7,571,890*	*6,001,335*	*7,837,507*
	1938-39	2,809,883	4,568,583	6,412,174	5,988,439	7,344,491	6,002,062	7,602,514
South Indian	*1937-38*	*233,431*	*‡628,588*	*524,326*	*‡920,719*	*605,329*	*‡921,228*	*630,283*
	1938-39	245,436	**630,269	560,359	**931,514	646,033	**932,174	670,328
TOTAL 5′ 6″ GAUGE—Steam	*1937-38*	*18,611,512*	*19,391,317*	*38,960,402*	*25,971,545*	*44,124,787*	*26,105,800*	*45,584,109*
	1938-39	18,013,462	19,557,017	38,176,234	26,248,892	43,456,658	26,379,734	45,223,262
TOTAL 5′ 6″ GAUGE—Electric	*1937-38*	*279,114*	*507,093*	*596,490*	*667,353*	*682,923*	*667,897*	*692,354*
	1938-39	270,497	524,859	588,990	686,928	682,149	687,445	691,861
3′ 3⅜″ GAUGE.								
Assam Bengal	*1937-38*	*255,722*	*513,162*	*591,509*	*644,805*	*722,495*	*647,220*	*759,056*
	1938-39	288,083	539,083	673,280	689,541	826,159	691,318	868,451
Bengal and North Western	*1937-38*	*634,076*	*911,359*	*1,213,658*	*†1,210,987*	*1,377,467*	*†1,286,509*	*1,500,355*
	1938-39	601,057	917,868	1,153,065	††1,218,388	1,309,217	††1,291,508	1,428,187
Bombay, Baroda and Central India	*1937-38*	*772,032*	*893,637*	*1,519,342*	*1,156,344*	*1,710,522*	*1,156,849*	*1,752,669*
	1938-39	701,183	921,314	1,454,127	1,196,335	1,652,464	1,197,037	1,691,784

*Excluding traffic carried in departmental trains.

† Includes 68,(000) miles on account of engine power supplied by the R. & K. Rly.

†† Includes 65,(000) miles on account of engine power supplied by the R. & K. Rly.

‡ Includes 78,653 thousands of Gross Ton miles of running power trains.

** Includes 90,291 thousands of Gross Ton miles of running power trains.

16.—*Statement of Ton Mileage pertaining to Steam and Electric Locomotives on* **Class I Railways** *for the years 1937-38 and 1938-39*—concld.

NOTE.—The figures in this Statement *exclude* the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Eastern Bengal	*1937-38*	*253,935*	*659,833*	*642,941*	*846,128*	*739,997*	*848,907*	*789,832*
	1938-39	269,854	653,558	664,285	834,313	760,579	837,006	865,518
Jodhpur	*1937-38*	*175,881*	*229,645*	*380,529*	*284,249*	*438,201*	*284,586*	*457,434*
	1938-39	161,579	234,050	344,662	293,717	398,293	294,037	424,950
Madras and Southern Mahratta	*1937-38*	*433,945*	*663,232*	*995,044*	*909,953*	*1,211,020*	*912,394*	*1,230,703*
	1938-39	427,017	612,455	972,477	841,536	1,180,836	843,715	1,193,980
Mysore State	*1937-38*	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)
	1938-39	88,254	182,090	208,410	286,194	265,894	286,194	267,257
Nizam's State	*1937-38*	*100,124*	*162,822*	*209,172*	*227,407*	*246,256*	*227,803*	*255,104*
	1938-39	95,399	171,728	199,489	238,540	235,205	239,070	248,265
Rohilkund and Kumaon	*1937-38*	*100,354*	*157,212*	*206,976*	*218,443*	*236,564*	*219,654*	*260,666*
	1938-39	101,866	166,075	205,300	229,711	234,965	231,426	252,679
South Indian	*1937-38*	*297,187*	*984,192*	*691,656*	*1,376,367*	*802,601*	*1,377,212*	*862,865*
	1938-39	289,324	1,030,567	699,148	1,431,549	813,169	1,433,326	866,147
TOTAL 3′ 3⅜″ GAUGE.	*1937-38*(*b*)	*3,023,255*	*5,170,094*	*6,450,827*	*6,874,636*	*7,455,123*	*6,961,624*	*7,868,734*
	1938-39	3,023,616	5,428,788	6,574,243	7,259,824	7,676,781	7,344,687	8,107,218
2′ 6″ & 2′ 0″ GAUGES.								
Bengal Nagpur	*1937-38*	*49,873*	*125,887*	*121,315*	*176,777*	*156,645*	*176,885*	*171,876*
	1938-39	48,170	135,098	121,601	188,926	157,014	189,248	171,479
Bombay, Baroda and Central India	*1937-38*	*6,065*	*16,644*	*12,770*	*24,612*	*16,659*	*24,612*	*18,353*
	1938-39	5,613	16,731	12,051	24,961	15,857	24,961	17,832
Eastern Bengal	*1937-38*	*55*	*5,619*	*156*	*7,096*	*202*	*7,098*	*202*
	1938-39	65	5,797	193	7,251	243	7,252	651
Great Indian Peninsula	*1937-38*	*5,960*	*17,401*	*15,123*	*28,754*	*24,313*	*28,756*	*26,982*
	1938-39	6,384	20,756	15,789	32,888	24,535	32,888	25,514
Mysore State	*1937-38*	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)
	1938-39	2,395	10,522	5,589	18,516	8,055	18,516	8,367
North Western	*1937-38*	*26,548*	*50,581*	*69,560*	*73,714*	*99,666*	*74,011*	*103,982*
	1938-39	22,583	46,665	59,282	67,883	85,908	68,241	89,095
South Indian	*1937-38*	*1,661*	*11,383*	*4,230*	*21,593*	*6,488*	*21,594*	*6,597*
	1938-39	1,362	8,054	3,661	13,832	5,528	13,832	5,804
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1937-38*	*90,162*	*227,515*	*223,654*	*332,546*	*303,973*	*332,956*	*327,992*
	1938-39	86,572	243,623	218,166	354,257	297,140	354,938	318,742
TOTAL CLASS I RAILWAYS — Steam	*1937-38*(*b*)	*21,724,930*	*24,788,926*	*45,634,883*	*33,178,777*	*51,913,883*	*33,400,380*	*53,780,835*
	1938-39	21,123,650	25,229,428	44,968,643	33,862,973	51,430,579	34,079,359	53,649,222
TOTAL CLASS I RAILWAYS — Electric	*1937-38*	*279,114*	*507,093*	*596,490*	*667,353*	*682,923*	*667,897*	*692,354*
	1938-39	270,497	524,859	588,990	686,928	682,149	687,445	691,861

* See remark on page 118

(*a*) Included under Class II Railways.

(*b*) Excludes figures of Mysore State Rly. which was a Class II Rly. in 1937-38.

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on* **Class I Railways** *for the years 1937-38 and 1938-39 (In thousands).*

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

Railways.	Year.	TRAIN MILES.												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4 +5).	Passenger proportion.	Goods proportion.	Total. (Cols. 7 +8).	Passenger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 +8).	Total. (Cols. 10 +11).	Passenger and total mixed.	Goods.	Total. (Cols. 13 +14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE.														
Bengal Nagpur	*1937-38*	*5,854*	*4,519*	*3,141*	*7,660*	*96*	*208*	*304*	*5,950*	*7,868*	*13,818*	*45*	*349*	*394*
	1938-39	6,130	4,652	3,136	7,788	86	206	292	6,216	7,994	14,210	45	426	471
Bombay, Baroda & Central India	*1937-38*	*3,676*	*1,891*	*324*	*2,215*	*336*	*677*	*1,013*	*4,012*	*2,892*	*6,904*	*16*	*70*	*86*
	1938-39	3,627	1,838	326	2,164	361	663	1,024	3,988	2,827	6,815	21	60	81
Eastern Bengal	*1937-38*	*5,480*	*1,279*	*140*	*1,419*	*181*	*282*	*463*	*5,661*	*1,701*	*7,362*	*9*	*388*	*397*
	1938-39	5,473	1,320	134	1,454	198	258	456	5,671	1,712	7,383	9	543	552
East Indian	*1937-38*	*16,249*	*11,056*	*2,252*	*13,308*	*1,408*	*303*	*1,711*	*17,657*	*13,611*	*31,268*	*166*	*998*	*1,164*
	1938-39	16,712	11,339	2,277	13,616	1,453	291	1,744	18,165	13,907	32,072	159	1,426	1,585
Great Indian Peninsula—Steam	*1937-38*	*9,022*	*4,625*	*2,041*	*6,666*	*655*	*342*	*997*	*9,677*	*7,008*	*16,685*	*19*	*292*	*311*
	1938-39	10,041	4,687	2,137	6,824	267	290	557	10,308	7,114	17,422	20	315	335
Great Indian Peninsula—Electric	*1937-38*	*1,359*	*594*	*Nil*	*594*	*Nil*	*Nil*	*Nil*	*1,359*	*594*	*1,953*	*1*	*25*	*26*
	1938-39	1,357	634	Nil	634	Nil	Nil	Nil	1,357	634	1,991	1	25	26
Madras & Southern Mahratta	*1937-38*	*4,198*	*1,988*	*564*	*2,552*	*108*	*145*	*253*	*4,306*	*2,697*	*7,003*	*31*	*92*	*123*
	1938-39	4,215	2,011	582	2,593	105	146	251	4,320	2,739	7,059	27	64	91
Nizam's State	*1937-38*	*793*	*733*	*5*	*743*	*182*	*235*	*417*	*980*	*978*	*1,958*	*1*	*37*	*38*
	1938-39	845	762	9	771	150	217	367	996	988	1,984	1	71	72
North Western	*1937-38*	*10,981*	*6,255*	*1,229*	*7,484*	*4,450*	*1,643*	*6,093*	*15,431*	*9,127*	*24,558*	*43*	*278*	*321*
	1938-39	11,182	6,214	1,508	7,722	4,479	1,524	6,003	15,661	9,246	24,907	43	318	361
South Indian	*1937-38*	*3,174*	*530*	*190*	*720*	*102*	*84*	*186*	*3,276*	*804*	*4,080*	*1*	*156*	*157*
	1938-39	3,254	570	200	770	100	87	187	3,354	857	4,211	2	190	192
Total 5' 6" Gauge—Steam	*1937-38*	*59,462*	*32,881*	*9,896*	*42,767*	*7,518*	*3,919*	*11,437*	*66,980*	*46,686*	*113,666*	*331*	*2,660*	*2,991*
	1938-39	61,480	33,393	10,309	43,702	7,199	3,682	10,881	68,679	47,384	116,063	327	3,413	3,740
Total 5' 6" Gauge—Electric	*1937-38*	*1,359*	*594*	*Nil*	*594*	*Nil*	*Nil*	*Nil*	*1,359*	*594*	*1,953*	*1*	*25*	*26*
	1938-39	1,357	634	Nil	634	Nil	Nil	Nil	1,357	634	1,991	1	25	26
3' 3¼" GAUGE.														
Assam Bengal	*1937-38*	*79*	*473*	*345*	*818*	*2,261*	*1,422*	*3,683*	*2,340*	*2,240*	*4,580*	*12*	*122*	*134*
	1938-39	281	588	447	1,035	2,356	1,479	3,835	2,637	2,514	5,151	11	150	161
Bengal and North Western	*1937-38*	*5,589*	*1,503*	*1,434*	*2,937*	*461*	*214*	*675*	*6,050*	*3,201*	*9,251*	*10*	*453*	*463*
	1938-39	5,601	1,434	1,387	2,821	459	220	679	6,060	3,041	9,101	14	468	482
Bombay, Baroda & Central India	*1937-38*	*4,161*	*1,569*	*1,234*	*2,803*	*777*	*750*	*1,527*	*4,938*	*3,553*	*8,491*	*3*	*67*	*70*
	1938-39	4,441	1,533	1,517	3,050	697	634	1,331	5,138	3,684	8,822	4	53	57

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1937-38 and 1938-39 (In thousands)*—contd.

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

Railways.	Year.	TRAIN MILES.												
			Goods.			Mixed.						*Departmental.*		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4+5.)	Passenger proportion.	Goods proportion.	Total. (Cols. 7+8.)	Passenger and proportion of mixed. (Cols. 3+7.)	Goods and proportion of mixed. (Cols. 6+8.)	Total. (Cols. 10+11.)	Passenger and total mixed.	Goods.	Total. (Cols. 13+14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3′ 3¾″ GAUGE—*concld.*														
Eastern Bengal	*1937-38*	*2,636*	*1,191*	*98*	*1,289*	*464*	*303*	*767*	*3,100*	*1,592*	*4,692*	*9*	*123*	*132*
	1938-39	2,601	1,201	88	1,289	438	300	738	3,039	1,589	4,628	9	248	257
Jodhpur	*1937-38*	*547*	*552*	*45*	*597*	*503*	*496*	*1,004*	*1,055*	*1,093*	*2,148*	*3*	*46*	*49*
	1938-39	683	451	45	496	500	517	1,017	1,183	1,013	2,196	3	65	68
Madras & Southern Mahratta	*1937-38*	*3,940*	*1,892*	*685*	*2,577*	*420*	*671*	*1,091*	*4,360*	*3,248*	*7,608*	*14*	*103*	*117*
	1938-39	3,648	1,875	646	2,521	383	625	1,008	4,031	3,146	7,177	10	80	90
Mysore State	*1937-38*	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	1938-39	1,257	651	*	651	216	129	345	1,473	780	2,253	4	1	5
Nizam's State	*1937-38*	*1,152*	*457*	*4*	*461*	*46*	*40*	*86*	*1,198*	*501*	*1,699*	*2*	*30*	*32*
	1938-39	1,276	428	11	439	26	30	56	1,302	469	1,771	2	48	50
Rohilkund and Kumaon	*1937-38*	*1,278*	*472*	*102*	*574*	*132*	*111*	*243*	*1,410*	*685*	*2,095*	*5*	*66*	*71*
	1938-39	1,317	449	115	564	132	115	247	1,449	679	2,128	8	50	58
South Indian	*1937-38*	*7,379*	*1,137*	*479*	*1,616*	*307*	*195*	*502*	*7,686*	*1,811*	*9,497*	*2*	*501*	*503*
	1938-39	7,524	1,183	475	1,658	301	185	486	7,825	1,843	9,668	2	422	424
Total 3′ 3¾″ Gauge	*1937-38*	*26,761*	*9,246*	*4,476*	*13,722*	*5,37*	*4,202*	*9,578*	*32 137*	*17,924*	*50,061*	*60*	*1,511*	*1,571*
	(b) 1938-39	28,629	9,793	4,731	14,524	5,508	4,234	9,742	34,137	18,758	52,895	67	1,585	1,652
2′ 6″ & 2′ 0″ GAUGES.			Total									Total		
Bengal-Nagpur	*1937-38*	*818*		*486*		*253*	*237*	*490*	*1,071*	*723*	*1,794*		*69*	
	1938-39	863		501		288	234	522	1,151	735	1,886		65	
Bombay, Baroda & Central India	*1937-38*	*96*		*6*		*193*	*133*	*326*	*289*	*139*	*428*		*11*	
	1938-39	94		2		206	136	342	300	138	438		15	
Eastern Bengal	*1937-38*	*97*		*Nil*		*20*	*4*	*24*	*117*	*4*	*121*		*Nil*	
	1938-39	95		Nil		23	4	27	118	4	122		11	
Great Indian Peninsula	*1937-38*	*1*		*1*		*236*	*190*	*426*	*237*	*191*	*428*		*19*	
	1938-39	9		Nil		245	181	426	254	181	435		6	
Mysore State	*1937-38*	(a)		(a)		(a)	(a)	(a)	(a)	(a)	(a)		(a)	
	1938-39	79		17		109	43	152	188	60	248		Nil	
North Western	*1937-38*	*136*		*406*		*362*	*249*	*611*	*498*	*655*	*1,153*		*34*	
	1938-39	132		337		335	248	583	467	585	1,052		28	
South Indian	*1937-38*	*123*		*1*		*151*	*60*	*211*	*279*	*61*	*340*		*2*	
	1938-39	30		Nil		129	51	180	159	51	210		3	
Total 2′ 6″ & 2′ 0″ Gauges	*1937-38*	*1,276*		*900*		*1,215*	*873*	*2,088*	*2,491*	*1,773*	*4,264*		*135*	
	(b) 1938-39	1,302		857		1,325	897	2,232	2,637	1,754	4,391		128	
Total Class I Railways — Steam	*1937-38*	*87,499*		*57,339*		*14,109*	*8,994*	*23,103*	*101,608*	*66,333*	*167,991*		*4,697*	
	(b) 1938-39	91,411		59,083		14,042	8,813	22,855	105,453	67,896	173,349		5,520	
Total Class I Railways — Electric	*1937-38*	*1,359*		*594*		*Nil*	*Nil*	*Nil*	*1,359*	*594*	*1,953*		*26*	
	1938-39	1.357		634		Nil	Nil	Nil	1,357	634	1,991		26	

* Included with Main lines in Col. 4.
(a) Included under Class II Railways.
(b) Excludes figures of Mysore State Rly. which was Class II in 1937-38.

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric locomotives on*

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars

Railway.	Year.	SHUNTING MILES.						OTHER			
		Passenger and proportion of mixed.			*Goods and proportion of mixed.*			*Passenger and proportion of mixed.*			
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+25 +26.)
16	17	18	19	20	21	22	23	24	25	26	27
5′ 6″ GAUGE.											
Bengal Nagpur	*1937-38*	*272*	*39*	*311*	*2,538*	*429*	*2,967*	*7*	*6*	*64*	*77*
	1938-39	278	51	329	2,635	456	3,091	3	6	63	72
Bombay, Baroda & Central India	*1937-38*	*151*	*12*	*163*	*870*	*107*	*977*	*Nil*	*1*	*136*	*137*
	1938-39	150	18	168	829	122	951	32	3	136	171
Eastern Bengal	*1937-38*	*336*	*51*	*387*	*821*	*93*	*914*	*Nil*	*1*	*37*	*38*
	1938-39	336	50	386	865	99	964	Nil	1	38	39
East Indian	*1937-38*	*809*	*16*	*825*	*4,238*	*361*	*4,649*	*44*	*73*	*530*	*647*
	1938-39	814	12	826	4,551	346	4,897	52	76	530	658
Great Indian Peninsula — Steam	*1937-38*	*202*	*12*	*214*	*2,053*	*195*	*2,248*	*79*	*71*	*106*	*256*
	1938-39	195	17	212	2,085	204	2,289	155	91	115	361
Great Indian Peninsula — Electric	*1937-38*	*168*	*Nil*	*168*	*39*	*16*	*55*	*93*	*45*	*36*	*174*
	1938-39	172	1	173	35	15	50	96	54	41	191
Madras & Southern Mahratta	*1937-38*	*146*	*10*	*156*	*652*	*148*	*800*	*30*	*3*	*93*	*126*
	1938-39	153	12	165	677	191	868	27	1	86	114
Nizam's State	*1937-38*	*58*	*6*	*64*	*237*	*20*	*257*	*1*	*1*	*22*	*24*
	1938-39	63	5	68	234	26	260	1	Nil	20	21
North Western	*1937-38*	*998*	*74*	*1,072*	*2,073*	*504*	*2,577*	*137*	*86*	*173*	*446*
	1938-39	968	72	1,040	2,074	532	2,606	167	67	194	428
South Indian	*1937-38*	*41*	*59*	*100*	*191*	*107*	*298*	*2*	*2*	*8*	*12*
	1938-39	43	61	104	191	102	293	1	1	6	8
Total 5′ 6″ Gauge — Steam	*1937-38*	*3,013*	*279*	*3,292*	*13,723*	*1,964*	*15,687*	*350*	*244*	*1,169*	*1,763*
	1938-39	3,000	298	3,298	14,141	2,078	16,219	438	246	1,188	1,872
Total 5′ 6″ Gauge — Electric	*1937-38*	*168*	*Nil*	*168*	*39*	*16*	*55*	*93*	*45*	*36*	*174*
	1938-39	172	1	173	35	15	50	96	54	41	191
3′ 3¾″ GAUGE.											
Assam Bengal	*1937-38*	*123*	*33*	*156*	*560*	*75*	*635*	*12*	*9*	*36*	*57*
	1938-39	122	24	146	561	58	619	11	5	42	58
Bengal and North Western	*1937-38*	*162*	*39*	*201*	*1,382*	*346*	*1,728*	*13*	*20*	*39*	*72*
	1938-39	159	46	205	1,367	353	1,720	22	16	42	80
Bombay, Baroda & Central India	*1937-38*	*208*	*48*	*256*	*882*	*123*	*1,005*	*11*	*19*	*45*	*75*
	1938-39	215	44	259	919	131	1,050	17	26	51	94

Class I Railways for the years 1937-38 and 1938-39 (In thousands)—contd.

The mileage of these services is shown in Statements 32 and 33 respectively.

Engine Miles.									Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.		Total including Departmental. (Columns 30+37+38.)	Railway.
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)		
28	29	30	31	32	33	34	35	36	37	38	39	40
												5′ 6″ Gauge.
394	*112*	*701*	*310*	*1,517*	*7*	*25*	*387*	*783*	*6,368*	*12,352*	*19,503*	Bengal Nagpur.
346	120	791	312	1,569	8	35	343	822	6,617	12,654	20,093	
Nil	*2*	*64*	*17*	*83*	*4*	*18*	*287*	*377*	*4,312*	*3,952*	*8,641*	Bombay, Baroda & Central India.
Nil	2	59	13	74	4	16	278	363	4,327	3,852	8,542	
6	*15*	*60*	*185*	*266*	*64*	*60*	*77*	*533*	*6,086*	*2,581*	*9,505*	Eastern Bengal.
9	31	78	181	299	49	51	72	673	6,096	2,975	9,744	
68	*92*	*1,070*	*1,456*	*2,716*	*100*	*68*	*850*	*2,144*	*19,129*	*20,976*	*42,249*	East Indian.
66	84	1,181	1,497	2,828	94	73	825	2,504	19,649	21,632	43,785	
127	*94*	*248*	*42*	*511*	*7*	*44*	*214*	*532*	*10,147*	*9,767*	*20,446*	Great Indian Peninsula. Steam
121	77	225	39	462	6	50	248	589	10,881	9,865	21,335	
74	*1*	*34*	*Nil*	*109*	*Nil*	*15*	*24*	*50*	*1,701*	*758*	*2,509*	Electric
80	3	41	Nil	124	1	15	26	53	1,721	808	2,582	
98	*26*	*180*	*14*	*318*	*4*	*21*	*169*	*296*	*4,588*	*3,815*	*8,699*	Madras & Southern Mahratta
118	5	199	10	332	3	11	147	241	4,599	3,939	8,779	
2	*1*	*58*	*Nil*	*61*	*1*	*6*	*140*	*179*	*1,068*	*1,296*	*2,543*	Nizam's State.
2	2	94	Nil	98	1	14	151	224	1,085	1,346	2,655	
181	*58*	*570*	*112*	*921*	*41*	*18*	*622*	*964*	*16,949*	*12,625*	*30,558*	North Western.
164	90	502	134	890	42	29	703	1,106	17,129	12,742	30,977	
29	*6*	*42*	*5*	*82*	*17*	*17*	*29*	*203*	*3,333*	*1,184*	*4,775*	South Indian.
32	1	43	6	82	17	18	30	239	3,466	1,232	4,937	
905	*406*	*2,993*	*2,171*	*6,475*	*245*	*277*	*2,805*	*6,041*	*72,035*	*68,348*	*146,924*	Total 5′ 6″ Gauge. Steam
858	412	3,172	2,122	6,634	224	297	2,797	6,761	73,849	70,237	150,847	
74	*1*	*34*	*Nil*	*109*	*Nil*	*15*	*24*	*50*	*1,701*	*758*	*2,509*	Electric
80	3	41	Nil	124	1	15	26	53	1,721	808	2,582	
												3′ 3¾″ Gauge.
24	*14*	*46*	*112*	*206*	*4*	*18*	*72*	*210*	*2,553*	*3,081*	*5,844*	Assam Bengal.
25	39	83	120	277	2	15	47	210	2,841	3,410	6,461	
32	*52*	*62*	*Nil*	*146*	*113*	*12*	*165*	*741*	*6,323*	*5,075*	*12,139*	Bengal and North Western.
37	42	72	Nil	151	119	13	152	753	6,345	4,912	12,010	
15	*45*	*65*	*19*	*144*	*1*	*3*	*309*	*380*	*5,269*	*4,702*	*10,351*	Bombay, Baroda & Central India.
16	43	59	29	147	1	3	321	379	5,491	4,881	10,751	

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric*

NOTE :—The figures in this statement exclude the mileage relating to Electric Multiple

Railway.	Year.	SHUNTING MILES.						OTHER
		Passenger and proportion of mixed.			*Goods and proportion of mixed.*			*Passenger and proportion of mixed.*
		Shunting Engines.	Train Engines.	Total. (Cols. 18 +19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 +22.)	Assisting required.
16	17	18	19	20	21	22	23	24
3′ 3½″ GAUGE—*concld.*								
Eastern Bengal	*1937-38*	*205*	*13*	*218*	*692*	*88*	*680*	*Nil*
	1938-39	209	25	234	648	88	736	Nil
Jodhpur	*1937-38*	*24*	*84*	*108*	*184*	*100*	*284*	*1*
	1938-39	23	70	93	173	87	260	1
Madras and Southern Mahratta	*1937-38*	*115*	*8*	*123*	*661*	*95*	*756*	*17*
	1938-39	126	10	136	664	105	769	13
Mysore State	*1937-38*	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	1938-39	163	20	183	179	34	213	20
Nizam's State	*1937-38*	*25*	*10*	*35*	*118*	*7*	*125*	*1*
	1938-39	26	14	40	118	11	129	Nil
Rohilkund and Kumaon	*1937-38*	*49*	*Nil*	*49*	*272*	*17*	*289*	*15*
	1938-39	50	1	51	324	28	352	14
South Indian	*1937-38*	*106*	*148*	*254*	*321*	*262*	*583*	*10*
	1938-39	106	155	261	316	262	578	3
Total 3′ 3½″ Gauge	*1937-38*	*1,017*	*383*	*1,400*	*4,972*	*1,113*	*6,085*	*80*
	(b) 1938-39	1,199	409	1,608	5,269	1,157	6,426	101

		SHUNTING MILES (ALL CLASSES).		
		SHUNTING ENGINES.	TRAIN ENGINES.	TOTAL.
2′ 6″ & 2′ 0″ GAUGES.				
Bengal-Nagpur	*1937-38*	*283*	*109*	*397*
	1938-39	305	113	418
Bombay, Baroda and Central India	*1937-38*	*Nil*	*38*	*38*
	1938-39	Nil	37	37
Eastern Bengal	*1937-38*	*Nil*	*Nil*	*Nil*
	1938-39	Nil	Nil	Nil
Great Indian Peninsula	*1937-38*	*28*	*10*	*38*
	1938-39	22	10	32
Mysore State	*1937-38*	(a)	(a)	(a)
	1938-39	Nil	29	29
North Western	*1937-38*	*115*	*49*	*164*
	1938-39	85	52	137
South Indian	*1937-38*	*Nil*	*11*	*11*
	1938-39	Nil	8	8
Total 2′ 6″ and 2′ 0″ Gauges	*1937-38*	*431*	*217*	*648*
	(b) 1938-39	412	249	661
Total Class I Railways — Steam	*1937-38*	*23,156*	*3,956*	*27,112*
	(b) 1938-39	24,021	4,191	28,212
Total Class I Railways — Electric	*1937-38*	*168*	*Nil*	*168*	*39*	*16*	*55*	*93*	*45*	*36*	*174*
	1938-39	172	1	173	35	15	50	96	54	41	191

* Included in column 32.
(a) Included under Class II Railways.
(b) Excludes figures of Mysore State Rly. which was class II in 1937-38.

locomotives on Class I Railways for the years 1937-38 and 1938-39 (In thousands)—concld.

Unit trains and all Rail Cars. The mileage of these services is shown in statements 32 and 33 respectively.

Engine Miles.									Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.			
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 19+23+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)	Railway.
28	29	30	31	32	33	34	35	36	37	38	39	40
												3′ 3¾″ Gauge—*concld.*
Nil	*4*	*20*	*26*	*50*	*3*	*11*	*36*	*171*	*3,333*	*2,322*	*5,826*	Eastern Bengal.
Nil	17	16	26	59	2	11	35	294	3,290	2,384	5,968	
5	*1*	*23*	*7*	*41*	*Nil*	*3*	*102*	*151*	*1,179*	*1,418*	*2,748*	Jodhpur.
3	1	24	7	35	Nil	5	102	170	1,284	1,308	2,762	
87	*60*	*137*	*4*	*288*	*3*	*14*	*130*	*250*	*4,546*	*4,292*	*9,088*	Madras & Southern Mahratta.
91	40	148	3	282	2	17	113	205	4,217	4,197	8,619	
(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	Mysore State
10	7	10	1	28	Nil	19	10	15	1,683	1,021	2,719	
2	*2*	*46*	*Nil*	*50*	*1*	*8*	*109*	*142*	*1,264*	*676*	*2,082*	Nizam's State.
Nil	1	33	Ni	34	1	6	82	133	1,372	632	2,137	
6	*5*	*8*	*4*	*23*	*12*	*1*	*84*	*167*	*1,507*	*997*	*2,671*	Rohilkund and Kumaon.
6	3	9	5	23	11	5	83	152	1,547	1,054	2,753	
24	*3*	*23*	*27*	*77*	*33*	*51*	*74*	*610*	*8,011*	*2,471*	*11,092*	South Indian.
25	4	23	31	83	39	64	90	553	8,151	2,504	11,208	
205	*136*	*435*	*199*	*1,025*	*170*	*121*	*1,081*	*2,822*	*33,955*	*25,034*	*61,841*	Total 3′ 3¾″ Gauge.
223	197	477	222	1,119	177	153	1,035	2,864	36,221	26,303	65,388	
			§ Other Total Engine Miles.		Total other Departmental.							2′ 6″ & 2′ 0″ Gauges.
			55				*26*	*95*	*1,216*	*1,030*	*2,341*	Bengal Nagpur.
			35				40	105	1,282	1,057	2,444	
			18				*3*	*14*	*245*	*139*	*498*	Bombay, Baroda & Central India.
			16				2	17	353	133	508	
			Nil				*Nil*	*Nil*	*117*	*4*	*121*	Eastern Bengal.
			Nil				Nil	11	118	4	133	
			Nil				*2*	*21*	*246*	*220*	*487*	Great Indian Peninsula.
			Nil				1	7	262	205	474	
			(*a*)				(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	Mysore State.
			2				6	6	207	72	285	
			71				*8*	*42*	*567*	*821*	*1,430*	North Western.
			69				9	37	522	738	1,295	
			1				*Nil*	*2*	*283*	*69*	*354*	South Indian.
			Nil				Nil	3	161	57	221	
			145				*39*	*174*	*2,774*	*2,283*	*5,231*	Total 2′ 6″ & 2′ 0″ Gauges.
			122				58	186	2,905	2,269	5,360	
				9,356				*9,037*	*108,794*	*96,165*	*213,996*	Steam
				10,223				9,311	112,975	98,809	221,595	Total Class I Railways.
74	*1*	*34*	*Nil*	*109*	*Nil*	*15*	*24*	*50*	*1,701*	*758*	*2,509*	Electric
80	3	41	Nil	124	1	15	26	53	1,721	808	2,582	

§ "Other" includes Assisting required, Assisting not required, Light and Siding.

18.—Statement of Engine hours pertaining to Steam and Electric locomotives on

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4 + 5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5' 6" Gauge.										
Bengal Nagpur	*1937-38*	*267,0*	*7,3*	*15,9*	*23,2*	*355,1*	*259,1*	*614,2*	*62,1*	*593,3*
	1938-39	290,9	7,0	17,0	24,0	363,6	270,7	634,3	65,8	618,1
Bombay, Baroda and Central India.	*1937-38*	*148,4*	*21,3*	*44,3*	*65,6*	*152,2*	*30,6*	*182,8*	*32,5*	*195,2*
	1938-39	144,0	22,6	43,0	65,6	149,5	31,8	181,3	33,7	190,2
Eastern Bengal	*1937-38*	*254,0*	*15,6*	*24,5*	*40,1*	*115,2*	*16,8*	*132,0*	*77,3*	*182,7*
	1938-39	250,9	16,8	22,0	38,8	123,0	17,5	140,5	77,2	192,8
East Indian	*1937-38*	*667,8*	*76,0*	*16,8*	*92,8*	*1,077,9*	*290,1*	*1,368,0*	*165,1*	*929,7*
	1938-39	731,0	83,8	17,7	101,5	1,148,0	302,7	1,450,7	165,2	979,5
Great Indian Peninsula	*1937-38*	*391,0*	*35,3*	*21,4*	*56,7*	*347,2*	*154,8*	*502,0*	*76,4*	*462,0*
	1938-39	431,7	16,3	18,6	34,9	356,3	163,6	519,9	77,2	469,2
Madras and Southern Mahratta	*1937-38*	*192,6*	*7,5*	*10,0*	*17,5*	*173,5*	*49,6*	*223,1*	*31,3*	*160,1*
	1938-39	196,6	7,4	10,4	17,8	201,5	55,8	257,3	33,0	173,7
Nizam's State	*1937-38*	*32,2*	*11,1*	*14,3*	*25,4*	*60,2*	*4*	*60,6*	*12,9*	*51,5*
	1938-39	34,7	9,2	13,4	22,6	66,0	7	66,7	13,7	52,0
North Western	*1937-38*	*470,1*	*252,8*	*111,1*	*363,9*	*566,6*	*113,7*	*680,3*	*214,4*	*515,3*
	1938-39	478,2	246,4	103,7	350,1	539,4	135,1	674,5	208,0	521,1
South Indian	*1937-38*	*151,5*	*6,7*	*6,0*	*12,7*	*46,8*	*16,4*	*63,2*	*19,9*	*59,6*
	1938-39	155,0	6,8	6,5	13,3	50,3	16,4	66,7	20,7	58,5
Total 5' 6" Gauge	*1937-38*	*2,574,6*	*433,6*	*264,3*	*697,9*	*2,894,7*	*931,5*	*3,826,2*	*691,9*	*3,149,4*
	1938-39	2,713,0	416,3	252,3	668,6	2,997,6	994,3	3,991,9	694,5	3,255,1
3' 3½" Gauge.										
Assam Bengal	*1937-38*	*4,5*	*148,2*	*93,5*	*241,7*	*34,7*	*30,7*	*65,4*	*31,3*	*127,0*
	1938-39	13,2	151,4	95,4	246,8	43,8	41,1	84,9	29,2	123,8
Bengal and North Western	*1937-38*	*312,3*	*22,3*	*15,2*	*48,0*	*130,4*	*130,3*	*260,7*	*38,4*	*344,5*
	1938-39	313,5	31,2	14,9	46,1	127,7	117,8	245,5	39,5	343,2
Bombay, Baroda and Central India.	*1937-38*	*210,5*	*51,6*	*50,3*	*101,9*	*136,4*	*111,0*	*247,4*	*51,1*	*201,1*
	1938-39	222,8	46,9	43,1	90,0	139,9	144,1	284,0	51,9	210,0

Class I Railways for the years 1937-38 and 1938-39 (In hundreds).

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to total Engine hours.		Railway.
†Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12.)	Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
12	13	14	15	16	17	18	19	20	21	22	23
											5′ 6″ Gauge.
74,0	*266,8*	*44,4*	*410,4*	*1,534,6*	*4,5*	*89,7*	*94,2*	*2,039,2*	*66*	*39*	Bengal-Nagpur.
77,9	296,5	44,6	441,6	1,610,5	5,0	94,4	99,4	2,151,5	67	38	
44,1	*52,4*	*2,5*	*246,3*	*477,2*	*3,2*	*50,2*	*53,4*	*776,9*	*63*	*44*	Bombay, Baroda and Central Ind
43,6	51,1	1,9	243,9	467,5	3,4	49,0	52,4	763,8	67	44	
89,5	*40,6*	*26,5*	*436,4*	*403,3*	*11,5*	*58,6*	*70,1*	*912,8*	*60*	*34*	Eastern Bengal.
94,4	47,0	25,9	439,3	428,2	9,0	76,9	85,9	953,4	60	32	
246,2	*285,8*	*212,3*	*1,155,1*	*2,812,6*	*33,3*	*255,5*	*289,3*	*4,237,0*	*63*	*45*	East Indian.
236,1	299,1	213,8	1,216,1	2,960,8	31,6	297,9	329,5	4,506,4	65	45	
104,4	*195,7*	*6,1*	*607,1*	*1,187,2*	*7,6*	*64,6*	*72,2*	*1,866,5*	*69*	*42*	Great Indian Peninsula.
121,0	194,7	5,6	646,2	1,208,0	7,7	69,8	77,5	1,931,7	69	42	
89,3	*88,1*	*2,1*	*320,7*	*483,4*	*5,4*	*32,3*	*37,7*	*841,3*	*61*	*45*	Madras and Southern Mahratta.
97,0	108,4	1,5	334,0	551,3	5,4	28,0	33,4	918,7	60	46	
12,0	*20,3*	*Nil*	*68,2*	*146,7*	*1*	*29,3*	*29,4*	*244,3*	*63*	*43*	Nizam's State.
12,8	24,8	Nil	70,4	156,9	1	35,2	35,3	262,6	62	42	
167,6	*180,7*	*16,1*	*1,104,9*	*1,503,5*	*12,6*	*124,9*	*137,5*	*2,745,9*	*65*	*49*	North Western.
173,1	177,3	19,2	1,105,7	1,495,8	12,9	139,4	152,3	2,753,8	65	48	
62,9	*23,5*	*6*	*241,0*	*157,9*	*4,1*	*25,2*	*29,3*	*423,2*	*65*	*38*	South Indian.
60,1	23,5	8	242,6	161,0	4,0	28,9	32,9	436,5	66	39	
890,0	*1,163,9*	*310,6*	*4,590,1*	*8,709,4*	*82,3*	*730,3*	*813,1*	*14,112,6*			Total 5′ 6″ Gauge.
916,0	1,227,4	313,3	4,739,8	9,040,0	79,1	819,5	898,6	14,678,4			
											3′ 3¾″ Gauge.
38,9	*36,1*	*16,0*	*222,9*	*338,0*	*1,2*	*22,2*	*23,4*	*584,3*	*68*	*44*	Assam Bengal.
39,0	39,6	17,2	232,8	360,9	1,1	22,9	24,0	617,7	70	47	
79,6	*62,8*	*Nil*	*463,1*	*683,2*	*22,5*	*84,1*	*106,6*	*1,252,9*	*71*	*36*	Bengal and North Western.
86,7	63,2	Nil	470,9	666,8	24,1	84,3	108,4	1,246,1	70	35	
63,1	*58,4*	*2,7*	*376,3*	*559,9*	*3*	*62,4*	*62,7*	*998,9*	*70*	*48*	Bombay, Baroda and Central India.
64,9	60,1	4,1	386,5	601,3	5	62,4	62,9	1,050,7	70	49	

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

18.—*Statement of Engine hours pertaining to Steam and Electric locomotives on*

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3′ 3⅜″ Gauge—*concld.*										
Eastern Bengal	*1937-38*	*143,5*	*33,6*	*21,9*	*55,5*	*103,0*	*9,5*	*112,5*	*43,7*	*135,9*
	1938-39	142,0	31,7	21,7	53,4	106,8	8,6	115,4	46,8	147,2
Jodhpur	*1937-38*	*26,9*	*36,0*	*35,2*	*71,2*	*53,2*	*3,8*	*57,0*	*21,6*	*66,9*
	1938-39	34,5	35,5	36,8	72,3	43,6	4,5	48,1	18,6	51,9
Madras and Southern Mahratta	*1937-38*	*199,9*	*33,5*	*53,5*	*87,0*	*174,3*	*68,5*	*243,3*	*24,7*	*151,3*
	1938-39	187,5	31,1	50,9	82,0	178,3	67,1	245,4	27,2	53,7
Mysore State	*1937-38*	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)
	1938-39	69,6	16,7	11,9	28,6	Nil	61,4	61,4	18,5	25,2
Nizam's State	*1937-38*	*67,9*	*3,5*	*3,1*	*6,6*	*44,0*	*3*	*44,3*	*7,1*	*25,0*
	1938-39	65,1	1,9	2,3	4,2	38,2	1,2	39,4	8,0	25,7
Rohilkund and Kumaon	*1937-38*	*72,4*	*9,9*	*8,3*	*18,2*	*47,9*	*10,8*	*58,7*	*9,7*	*57,8*
	1938-39	75,1	9,5	8,4	17,9	46,4	10,5	56,9	10,1	70,4
South Indian	*1937-38*	*400,8*	*24,1*	*14,9*	*39,0*	*101,1*	*48,0*	*149,1*	*50,9*	*116,6*
	1938-39	408,9	23,7	14,4	38,1	101,1	47,0	148,1	52,1	115,5
Total 3′ 3⅜″ gauge.	*1937-38§*	*1,423,5*	*373,2*	*295,9*	*669,1*	*825,5*	*412,9*	*1,238,4*	*278,5*	*1,216,1*
	1938-39	1,532,2	379,6	299,8	679,4	825,8	503,3	1,329,1	301,9	1,266,6
2′ 6″ & 2′ 0″ Gauges.			Total.			Total.			Total.	
Bengal Nagpur	*1937-38*	*54,4*			*43,9*			*49,8*	*79,3*	
	1938-39	59,1			46,9			52,9	83,5	
Bombay, Baroda and Central India.	*1937-38*	*6,6*			*29,9*			*7*	*7,7*	
	1938-39	6,4			31,3			3	7,2	
Eastern Bengal	*1937-38*	*8,5*			*2,0*			*Nil*	*Nil*	
	1938-39	8,9			2,5			Nil	Nil	
Great Indian Peninsula	*1937-38*	*1*			*29,8*			*Nil*	*7,8*	
	1938-39	6			30,3			Nil	6,5	
Mysore State	*1937-38*	(*a*)			(*a*)			(*a*)	(*a*)	
	1938-39	5,3			12,7			1,9	1,1	
North Western	*1937-38*	*13,6*			*53,5*			*46,8*	*32,7*	
	1938-39	13,2			50,4			40,8	27,3	
South Indian	*1937-38*	*8,0*			*14,3*			*1*	*2,2*	
	1938-39	2,3			16,0			Nil	1,7	
Total 2′ 6″ & 2′ 0″ Gauges	*1937-38§*	*91,2*			*173,4*			*97,4*	*129,7*	
	1938-39	95,8			190,1			95,9	127,3	
Total Class I Railways	*1937-38§*	*4,094,3*			*1,540,4*			*5,162,0*	*5,465,6*	
	1938-39	4,341,0			1,538,1			5,416,9	5,645,4	

(*a*) Included under Class II Railways.

§ Excludes Mysore State Railway which was a Class II Railway in 1937-38.

Class I Railways for the years 1937-38 and 1938-39 (In hundreds)—concld.

Service. † Other Hours. Passenger and proportion of mixed.	Service. † Other Hours. Goods and proportion of mixed.	Service. † Other Hours. Siding Engine Hours.	Service. Total. Passenger and proportion of mixed. (Columns 3+4+10+12.)	Service. Total. Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Departmental Engine hours. Passenger and total mixed.	Departmental Engine hours. Goods.	Departmental Engine hours. Total. (Columns 17+18.)	Total Engine hours. (Columns 15+16+19.)	Percentage of train Engine hours to Total Engine hours. Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Percentage of train Engine hours to Total Engine hours. Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	Railway.
12	13	14	15	16	17	18	19	20	21	22	
											3′ 3½″ Gauge—*concld.*
54,3	*22,3*	*3,3*	*275,1*	*296,9*	*2,4*	*21,7*	*24,1*	*596,1*	*64*	*42*	Eastern Bengal.
58,4	25,5	3,8	278,9	313,6	2,4	36,8	39,2	631,7	62	39	
23,3	*44,0*	*1,0*	*112,3*	*194,1*	*3*	*25,6*	*25,9*	*332,3*	*56*	*42*	Jodhpur.
29,5	40,8	1,0	118,1	178,6	4	27,3	27,7	324,4	59	41	
49,2	*73,3*	*5*	*307,3*	*521,8*	*1,8*	*25,4*	*27,2*	*856,3*	*76*	*54*	Madras & Southern Mahratta.
52,7	77,3	4	298,5	527,7	1,7	21,7	23,4	849,6	73	54	
(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	Mysore State.
4,9	4,9	1	109,7	103,5	4	3,6	4,0	217,2	78	68	
18,9	*22,6*	*Nil*	*87,4*	*95,0*	*4*	*22,4*	*22,8*	*205,2*	*70*	*40*	Nizam's State.
20,5	23,6	Nil	95,5	91,0	4	19,4	19,8	206,3	70	38	
15,9	*12,3*	*5*	*107,9*	*137,6*	*2,6*	*27,3*	*29,9*	*275,4*	*74*	*41*	Rohilkund and Kumaon.
15,1	9,7	7	109,8	146,1	2,6	24,1	26,7	282,6	75	38	
176,5	*39,9*	*3,3*	*651,1*	*324,3*	*8,4*	*76,1*	*84,5*	*1,059,9*	*64*	*41*	South Indian.
181,8	37,9	4,4	666,5	320,3	9,8	66,2	76,0	1,062,8	64	42	
523,7	*372,1*	*28,3*	*2,603,9*	*3,150,8*	*39,9*	*367,2*	*407,1*	*6,161,8*			Total 3′ 3½″ Gauge.
553,5	382,6	31,7	2 767,2	3,309,8	43,4	368,7	412,1	6,489,1			
Total.					Total.						2′ 6″ & 2′ 0″ Gauges.
30,3							*12,6*	*270,8*			Bengal Nagpur.
32,2							13,6	288,2			
13,3							*1,8*	*65,5*			Bombay, Baroda and Central India.
20,2							2,1	67,5			
6,3							*Nil*	*16,8*			Eastern Bengal.
6,3							1,4	19,1			
4,6							*2,7*	*45,0*			Great Indian Peninsula.
4,8							8	43,0			
(a)							(a)	(a)			Mysore State.
3,4							7	25,1			
23,0							*5,5*	*175,1*			North Western.
20,6							5,0	157,3			
12,6							*2*	*37,3*			South Indian.
8 8							4	29,2			
96,0							*22,8*	*610,5*			Total 2′ 6″ and 2′ 0″ Gauges.
96,3							24,0	629,4			
3,379,6							*1,243,0*	*20,884,9*			Total Class I Railways.
3,520,8							1,334,7	21,796,9			

† "Other" includes Assisting required, Assistin gnot required, Light and Siding engine hours.

19.—*Statement of Vehicle and Wagon Miles (in terms of four-wheelers) relating to trains hauled by steam*

NOTE.—The figures in this statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	Other Vehicles.	Total (Cols. 3 +4.)	MIXED TRAINS. (PASSENGER PROPORTION.) Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6 +7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6.)	Other Vehicles. (Cols. 4+7.)	Total. (Cols. 9 +10.)	GOODS AND Goods. *Main Lines.* Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													
Bengal-Nagpur	*1937-38*	*89,831*	*2,619*	*92,450*	*2,097*	*35*	*2,132*	*91,928*	*2,654*	*94,582*	*131,349*	*187,344*	*70·1*
	1938-39	92,444	2,537	94,981	1,864	35	1,899	94,308	2,572	96,880	132,394	186,252	71·1
Bombay, Baroda and Central India.	*1937-38*	*51,177*	*11,452*	*62,629*	*7,376*	*338*	*8,714*	*59,053*	*12,290*	*71,343*	*71,940*	*98,792*	*72·8*
	1938-39	51,524	11,397	62,921	8,029	1,107	9,136	59,553	12,504	72,057	71,109	94,930	74·9
Eastern Bengal	*1937-38*	*80,264*	*4,025*	*84,289*	*3,014*	*Nil*	*3,014*	*83,278*	*4,025*	*87,303*	*42,565*	*58,483*	*72·8*
	1938-39	73,293	3,498	76,791	3,370	Nil	3,370	76,663	3,498	80,161	45,698	60,857	75·1
East Indian	*1937-38*	*250,387*	*11,257*	*261,644*	*20,255*	*517*	*20,772*	*270,642*	*11,774*	*282,416*	*399,083*	*614,701*	*64·9*
	1938-39	255,154	10,279	265,433	20,411	398	20,809	275,565	10,677	286,242	391,413	596,898	65·6
Great Indian Peninsula	*1937-38*	*161,551*	*5,132*	*166,683*	*12,800*	*Nil*	*12,800*	*174,351*	*5,132*	*179,483*	*187,452*	*256,524*	*73·1*
	1938-39	172,236	4,957	177,193	5,568	Nil	5,568	177,804	4,957	182,761	186,038	262,530	73·7
Madras and Southern Mahratta.	*1937-38*	*56,796*	*696*	*57,491*	*1,556*	*17*	*1,573*	*58,352*	*712*	*59,064*	*65,847*	*96,644*	*68·1*
	1938-39	57,327	883	58,210	1,533	15	1,548	58,860	898	59,758	70,072	100,928	69·4
Nizam's State	*1937-38*	*10,693*	*304*	*10,997*	*3,663*	*85*	*3,753*	*14,361*	*389*	*14,750*	*22,252*	*34,421*	*64·7*
	1938-39	11,985	289	12,274	2,935	55	2,990	14,920	344	15,264	24,148	35,770	67·5
North Western	*1937-38*	*189,881*	*9,263*	*199,144*	*66,250*	*986*	*67,236*	*256,131*	*10,249*	*266,380*	*231,932*	*326,406*	*71·0*
	1938-39	186,551	8,563	195,114	63,416	954	64,370	249,967	9,517	259,484	226,343	312,497	72·4
South Indian	*1937-38*	*34,664*	*486*	*35,150*	*1,370*	*1*	*1,371*	*36,034*	*487*	*36,521*	*16,987*	*21,187*	*80·2*
	1938-39	34,589	594	35,183	1,402	1	1,403	35,991	595	36,586	18,162	22,720	79·9
Total 5′ 6″ Gauge	*1937-38*	*925,244*	*45,233*	*970,477*	*118,886*	*2,479*	*121,365*	*1,044,130*	*47,712*	*1,091,842*	*1,169,407*	*1,694,567*	*69·0*
	1938-39	935,103	42,997	978,100	108,528	2,565	111,093	1,043,631	45,562	1,089,193	1,165,377	1,663,382	70·1
3′ 3½″ GAUGE.													
Assam Bengal	*1937-38*	*454*	*39*	*493*	*50,048*	*2,719*	*52,767*	*50,502*	*2,758*	*53,260*	*10,061*	*16,874*	*59·6*
	1938-39	3,365	67	3,432	50,809	3,026	53,835	54,174	3,093	57,267	13,685	21,633	63·3
Bengal and North Western.	*1937-38*	*84,542*	*696*	*85,238*	*7,289*	*20*	*7,309*	*91,831*	*716*	*92,547*	*51,605*	*68,840*	*75·0*
	1938-39	84,951	639	85,590	7,115	23	7,138	92,066	662	92,728	49,986	65,665	76·1
ombay, Baroda and Central India.	*1937-38*	*62,086*	*5,071*	*67,157*	*18,824*	*859*	*19,683*	*80,910*	*5,930*	*86,840*	*53,914*	*77,863*	*69·2*
	1938-39	66,328	5,641	71,969	15,935	796	16,731	82,263	6,437	88,700	53,260	72,803	73·1

and electric locomotives on **Class I** *Railways for the years 1937-38 and 1938-39, (In thousands).*

The mileage of these services is shown in statements 32 and 33 respectively.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL).			Railway.
Goods. *Branch lines.*			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total. (Columns 23 + 24.)	Passenger and total mixed.	Goods.	Total. (Columns 26 + 27.)	
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12 + 15 + 18).	Total. (Cols. 13 + 16 + 19).	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	
														5'6" Gauge.
81,826	*135,936*	*60·2*	*2,962*	*4,671*	*216,137*	*327,951*	*65·9*	*717*	*6,330*	*7,047*	*341*	*9,586*	*9,927*	Bengal-Nagpur.
79,907	135,246	59·1	2,959	4,611	215,269	326,109	66·0	707	7,275	7,982	388	9,736	10,124	
8,006	*13,487*	*59·4*	*14,094*	*18,159*	*94,040*	*130,438*	*72·1*	*114*	*1,823*	*1,937*	*1,277*	*2,338*	*3,615*	Bombay, Baroda and Central India.
8,241	13,846	59·5	13,696	17,378	93,046	126,154	73·8	132	1,753	1,885	1,098	2,298	3,396	
3,471	*5,318*	*65·3*	*3,386*	*4,677*	*49,422*	*68,483*	*72·2*	*180*	*17,804*	*17,984*	*512*	*1,878*	*2,390*	Eastern Bengal.
3,450	5,285	65·3	3,305	4,376	52,453	70,518	74·4	171	24,374	24,545	343	2,123	2,466	
52,320	*76,271*	*68·6*	*3,176*	*4,441*	*454,579*	*695,413*	*65·4*	*2,870*	*30,527*	*33,397*	*2,094*	*16,684*	*18,778*	East Indian.
52,877	75,325	70·2	3,013	4,382	447,303	676,605	66·1	2,731	39,861	42,592	1,740	18,111	19,851	
47,340	*75,061*	*63·1*	*4,214*	*6,365*	*239,006*	*337,950*	*70·7*	*135*	*5,980*	*6,115*	*3,312*	*7,830*	*11,142*	Great Indian Peninsula.
43,277	76,982	62·7	3,360	5,439	237,675	334,961	71·0	149	7,305	7,454	3,151	8,056	11,207	
15,118	*19,163*	*78·9*	*1,731*	*2,157*	*82,696*	*117,964*	*70·1*	*484*	*2,013*	*2,497*	*595*	*3,300*	*3,895*	Madras and Southern Mahratta.
16,366	21,078	77·8	1,795	2,156	88,735	124,762	71·1	404	1,534	1,938	329	3,038	3,367	
127	*257*	*49·5*	*3,639*	*4,843*	*26,018*	*39,521*	*65·8*	*14*	*488*	*502*	*205*	*807*	*1,012*	Nizam's State.
141	289	48·8	2,913	4,342	27,202	40,401	67·3	15	851	866	220	915	1,135	
29,807	*39,152*	*76·1*	*22,462*	*28,972*	*284,201*	*394,590*	*72·0*	*540*	*9,206*	*9,746*	*3,831*	*8,328*	*12,159*	North Western.
35,832	49,085	73·0	20,159	26,544	282,334	388,126	72·7	554	10,354	10,908	3,656	9,186	12,842	
4,298	*5,674*	*77·5*	*1,209*	*1,506*	*22,594*	*28,367*	*79·6*	*14*	*2,172*	*2,186*	*324*	*1,333*	*1,657*	South Indian.
4,553	5,963	76·3	1,328	1,627	24,043	30,310	79·2	20	2,065	2,085	276	1,433	1,709	
242,213	*370,319*	*65·5*	*56,373*	*75,791*	*1,468,693*	*2,140,677*	*68·6*	*5,068*	*76,343*	*81,411*	*12,491*	*52,084*	*64,575*	Total 5' 6" Gauge.
250,146	383,690	65·2	52,528	70,855	1,468,051	2,117,936	69·3	4,883	95,372	100,255	11,201	54,896	66,097	
														3' 3¾" Gauge.
4,597	*6,901*	*66·6*	*23,706*	*33,274*	*38,364*	*57,049*	*67·3*	*227*	*3,097*	*3,324*	*Nil*	*1,037*	*1,037*	Assam Bengal.
5,735	8,546	67·1	24,783	34,320	44,203	64,499	68·5	161	3,688	3,849	Nil	1,409	1,409	
33,455	*45,909*	*72·9*	*2,324*	*3,399*	*87,384*	*118,148*	*74·0*	*89*	*17,729*	*17,818*	*7,943*	*3,677*	*11,620*	Bengal and North Western.
32,262	43,989	73·3	2,379	3,477	84,627	113,131	74·8	137	18,288	18,425	7,688	3,487	11,175	
37,554	*53,212*	*70·6*	*14,634*	*19,177*	*106,152*	*150,252*	*70·6*	*34*	*1,729*	*1,763*	*2,789*	*2,940*	*5,729*	Bombay, Baroda and Central India.
43,916	62,385	70·4	11,703	15,399	108,379	150,587	72·3	48	1,354	1,402	2,455	3,117	5,572	

19.—*Statement of Vehicle and Wagon Miles (in terms of four-wheelers) relating to trains hauled by steam*

NOTE.—The figures in this statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3+4.)	MIXED TRAINS. (PASSENGER PROPORTION.) Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6+7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6.)	Other Vehicles. (Cols. 4+7.)	Total. (Cols. 9+10.)	GOODS AND Goods. *Main Lines.* Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3½" GAUGE—*concld.*													
Eastern Bengal	*1937-38*	*51,083*	*1,022*	*52,105*	*11,129*	*Nil*	*11,129*	*62,212*	*1,022*	*63,234*	*39,209*	*57,159*	*68·6*
	1938-39	50,261	988	51,249	10,155	Nil	10,155	60,416	988	61,404	39,921	58,181	68·6
Jodhpur	*1937-38*	*9,658*	*275*	*9,933*	*11,502*	*415*	*11,917*	*21,160*	*690*	*21,850*	*21,203*	*30,266*	*70·1*
	1938-39	10,077	255	10,332	11,533	522	12,055	21,610	777	22,387	18,245	25,408	71·8
Madras and Southern Mahratta	*1937-38*	*51,524*	*520*	*52,044*	*8,865*	*152*	*9,017*	*60,389*	*672*	*61,061*	*46,126*	*62,091*	*74·3*
	1938-39	48,282	474	48,756	8,078	137	8,215	56,360	611	56,971	44,603	60,802	73·4
Mysore State	*1937-38*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*
	1938-39	12,030	114	12,144	3,315	..	3,315	15,345	114	15,459	..	..	..
Nizam's State	*1937-38*	*12,658*	*555*	*13,213*	*556*	*3*	*559*	*13,214*	*558*	*13,772*	*13,279*	*17,230*	*76·9*
	1938-39	13,677	598	14,275	367	3	370	14,044	601	14,645	13,076	16,271	80·4
Rohilkund and Kumaon	*1937-38*	*13,747*	*170*	*13,917*	*1,792*	*13*	*1,805*	*15,539*	*183*	*15,722*	*9,707*	*15,816*	*61·4*
	1938-39	14,721	199	14,920	1,757	14	1,771	16,478	213	16,691	9,896	15,340	64·5
South Indian	*1937-38*	*672*	*726*	*102,398*	*4,538*	*2*	*4,540*	*106,210*	*728*	*106,938*	*36,266*	*49,525*	*73·2*
	1938-39	105,651	829	106,480	4,448	*Nil*	4,448	110,099	829	110,928	37,922	51,760	73·3
Total 3' 3½" Gauge	*1937-38*	*387,424*	*9,074*	*396,498*	*114,543*	*4,183*	*118,726*	*501,967*	*13,257*	*515,224*	*281,370*	*395,713*	*71·1*
	1938-39	409,343	9,804	419,147	113,512	4,521	118,033	522,855	14,325	537,180	280,594	387,863	72·3
		Total			Total			Total			Total Main and Branch Lines.		
											Loaded.	Total.	Percentage loaded of Total.
2'6" & 2'0" GAUGES.													
Bengal-Nagpur	*1937-38*	*14,730*			*6,696*			*21,426*			*8,257*	*12,570*	*65·7*
	1938-39	15,347			7,494			22,841			8,840	13,203	67·0
Bombay, Baroda and Central India	*1937-38*	*882*			*2,516*			*3,398*			*44*	*73*	*60·3*
	1938-39	866			2,604			3,470			13	18	70·1
Eastern Bengal	*1937-38*	*969*			*212*			*1,181*			*Nil*	*Nil*	*Nil*
	1938-39	944			236			1,180			Nil	Nil	Nil
Great Indian Peninsula	*1937-38*	*6*			*3,191*			*3,197*			*9*	*10*	*93·5*
	1938-39	72			3,697			3,769			Nil	Nil	Nil
Mysore State	*1937-38*	*(a)*			*(a)*			*(a)*			*(a)*	*(a)*	*(a)*
	1938-39	260			975			1,235			60	122	49·2
North Western	*1937-38*	*1,959*			*6,588*			*8,547*			*3,275*	*5,993*	*54·7*
	1938-39	1,694			6,205			7,899			2,298	4,287	53·6
South Indian	*1937-38*	*977*			*1,962*			*2,939*			*14*	*17*	*80·9*
	1938-39	246			1,810			2,056			Nil	Nil	Nil
Total 2'6" & 2'0" Gauges	*1937-38*	*19,523*			*21,165*			*40,688*			*11,599*	*18,663*	*62·1*
	1938-39	19,429			23,021			42,450			11,211	17,630	63·6
Total Class I Railways	*1937-38*	*1,386,493*			*261,256*			*1,647,754*			*1,806,361*	*2,621,231*	*68·9*
	1938-39	1,416,676			252,147			1,668,823			1,827,179	2,618,124	69·8

(a) Included under Class II Railways.

and electric locomotives on Class I Railways for the years 1937-38 and 1938-39 (In thousands)—concld.

The Mileage of these services is shown in statements 32 and 33 respectively.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			Railway.
Goods. *Branch lines.*			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total. (Cols. 23+24)	Passenger and total mixed.	Goods.	Total. (Cols. 26+27.)	
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12+15+18.)	Total. (Cols. 13+16+19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														3′ 3½″ Gauge—*concld.*
1,916	*2,573*	*74·5*	*5,379*	*7,276*	*46,504*	*67,007*	*69·4*	*203*	*4,926*	*5,129*	*439*	*1,540*	*1,979*	Eastern Bengal.
1,875	2,496	75·1	4,993	6,931	46,789	67,608	69·2	193	10,830	11,023	487	1,648	2,135	
676	*973*	*69·2*	*8,920*	*12,405*	*30,699*	*43,644*	*70·3*	*54*	*1,776*	*1,830*	*1,104*	*754*	*1,858*	Jodhpur.
576	981	58·7	9,468	12,923	28,289	39,312	72·0	32	2,603	2,635	1,241	651	1,892	
11,593	*15,198*	*76·3*	*10,903*	*14,390*	*68,622*	*91,679*	*74·9*	*164*	*2,012*	*2,176*	*686*	*5,180*	*6,066*	Madras and Southern Mahratta.
11,130	14,887	74·8	10,380	13,402	66,113	89,091	74·2	120	1,480	1,600	650	5,117	5,767	
(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	Mysore State.
12,342	15,004	82·3	2,336	2,807	14,678	17,811	82·4	..	20	20	2,553	1,273	3,826	
45	*80*	*56·7*	*400*	*509*	*13,724*	*17,869*	*76·8*	*29*	*679*	*708*	*351*	*1,052*	*1,403*	Nizam's State.
154	234	66·2	340	455	13,570	16,960	80·0	36	1,126	1,162	339	981	1,320	
1,759	*3,004*	*58·6*	*876*	*1,537*	*12,342*	*20,357*	*60·6*	*52*	*2,893*	*2,945*	*1,668*	*642*	*2,310*	Rohilkund and Kumaon.
1,658	2,856	58·1	911	1,593	12,465	19,789	63·0	94	2,165	2,259	1,680	594	2,274	
10,077	*14,169*	*71·1*	*2,861*	*3,637*	*49,204*	*67,331*	*73·1*	*34*	*10,373*	*10,407*	*258*	*3,862*	*4,120*	South Indian.
10,203	14,172	72·0	2,816	3,518	50,941	69,450	73·3	29	8,507	8,536	220	3,725	3,945	
101,672	*142,019*	*71·6*	*70,053*	*95,604*	*452,995*	*633,336*	*71·5*	*836*	*45,214*	*46,100*	*15,433*	*20,684*	*36,122*	Total 3′ 3½″ Gauge.
119,851	165,550	72·4	70,109	94,825	470,554	648,238	72·6	350	50,961	50,911	17,313	22,002	39,315	
								Total.			Total.			
														2′ 6″ & 2′ 0″ Gauges.
			5,167	*6,455*	*13,424*	*19,055*	*70·5*	*1,787*			*775*			Bengal-Nagpur.
			5,246	6,318	14,086	19,521	72·2	1,692			777			
			1,156	*1,943*	*1,200*	*2,016*	*59·5*	*186*			*371*			Bombay, Baroda and Central India.
			1,260	1,918	1,273	1,936	65·7	223			318			
			30	*39*	*30*	*39*	*77·2*	*Nil*			*41*			Eastern Bengal.
			36	44	36	44	81·7	67			69			
			1,999	*2,605*	*2,008*	*2,615*	*76·8*	*267*			*38*			Great Indian Peninsula.
			2,098	2,680	2,098	2,680	78·3	136			12			
			(a)	(a)	(a)	(a)	(a)	(a)			(a)			Mysore State.
			573	794	633	916	69·1	..			409			
			3,561	*5,047*	*6,836*	*11,040*	*61·9*	*299*			*1,421*			North Western.
			3,536	5,141	5,834	9,428	61·9	275			1,293			
			583	*795*	*597*	*812*	*73·5*	*24*			*Nil*			South Indian.
			542	729	542	729	74·3	34			Nil			
			12,496	*16,914*	*24,095*	*35,577*	*67·7*	*2,583*			*2,646*			Total 2′ 6″ and 2′ 0″ Gauge.
			13,291	17,624	24,502	35,254	69·5	2,427			2,878			
			139,422	*188,309*	*1,945,753*	*2,809,590*	*69·3*	*130,094*			*103,343*			Total Class I Railway.
			135,928	183,304	1,963,107	2,801,428	70·1	153,593			108,290			

20.—*Statement of speed of Goods Trains (excluding Departmental) hauled by Steam and Electric locomotives on* **Class I Railways** *for the years 1937-38 and 1938-39.*

NOTE :—The results in this statement are worked out by excluding the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*14·9*	14·8	*13·2*	12·2	*14·1*	13·5	*12·0*	12·1	*11·5*	11·0	*11·8*	11·6
Bombay, Baroda and Central India	*12·4*	12·3	*10·4*	10·2	*12·0*	11·9	*11·5*	11·3	*10·3*	9·99	*11·3*	*11·1*
Eastern Bengal	*15·5*	14·4	*11·3*	10·8	*15·4*	14·3	*10·7*	10·4	*7·55*	7·06	*10·3*	9·93
East Indian	*11·7*	10·8	*8·54*	7·31	*11·5*	10·5	*9·99*	9·67	*7·26*	7·10	*9·39*	9·12
Great Indian Peninsula—Steam	*17·3*	17·1	*14·2*	14·0	*16·1*	15·8	*14·2*	13·9	*12·4*	12·2	*13·6*	13·3
Great Indian Peninsula—Electric	*19·9*	21·4	*Nil*	Nil	*19·9*	21·4	*15·6*	17·1	*Nil*	Nil	*15·6*	17·1
Madras and Southern Mahratta	*13·5*	11·7	*14·6*	12·7	*13·6*	11·8	*11·3*	9·85	*11·0*	10·1	*11·3*	9·90
Nizam's State	*13·6*	12·9	*14·4*	12·3	*13·6*	12·9	*12·1*	11·4	*14·2*	12·0	*12·1*	11·4
North Western	*13·9*	14·5	*Nil*	Nil	*15·9*	14·5	*10·5*	10·9	*10·1*	10·3	*10·4*	10·8
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*10·6*	10·8	*11·0*	11·6	*10·7*	11·0
Average for 5′ 6″ gauge—Steam	*	*	*	*	*	*	*11·4*	*11·1*	*10·6*	*10·4*	*11·2*	10·9
Average for 5′ 6″ gauge—Electric	*19·9*	*21·4*	*Nil*	*Nil*	*19·9*	*21·4*	*15·6*	*17·1*	*Nil*	*Nil*	*15·6*	17·1
3′ 3¾″ GAUGE.												
Assam Bengal	*14·6*	14·7	*11·3*	11·1	*13·5*	12·9	*13·5*	13·1	*11·0*	10·7	*12·3*	12·0
Bengal and North Western	*13·1*	12·6	*8·39*	10·9	*11·8*	11·7	*10·5*	10·3	*9·12*	9·18	*9·77*	0·70
Bombay, Baroda and Central India	*12·4*	11·8	*13·2*	12·3	*12·6*	12·0	*11·4*	10·9	*10·3*	10·2	*11·1*	10·5
Eastern Bengal	*15·0*	14·2	*11·2*	11·6	*15·0*	14·2	*11·4*	11·1	*9·72*	9·73	*11·3*	11·0
Jodhpur	*13·3*	14·7	*13·2*	11·8	*13·3*	13·9	*9·76*	9·58	*11·7*	10·2	*9·88*	9·63
Madras and Southern Mahratta	*12·0*	11·3	*10·2*	10·3	*11·6*	11·1	*10·8*	10·4	*9·81*	9·44	*10·5*	10·2
Mysore State	(a)	Nil	(a)	Nil	(a)	Nil	(a)	6·61	(a)	*Nil*	(a)	6·61
Nizam's State	*12·4*	13·7	*10·4*	10·0	*12·4*	13·7	*10·3*	11·1	*9·67*	9·27	*10·4*	11·0
Rohilkund and Kumaon	*9·31*	8·82	*8·96*	9·92	*9·24*	9·02	*9·31*	8·82	*8·96*	9·92	*9·24*	9·02
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*11·2*	11·7	*9·98*	10·1	*10·8*	11 2
Average for 3′ 3¾″ gauge	*	*	*	*	*	*	*11·2*	*11·9*	*10·8*	*9·40*	*11·1*	10·9

2′ 6″ AND 2′ 0″ GAUGES.	All Goods Trains.	
	1937-38.	1938-39.
Bengal Nagpur	*9·31*	*9·04*
Bombay, Baroda and Central India	*8·32*	9·05
Eastern Bengal	*Nil*	Nil
Great Indian Peninsula	*11·2*	Nil
Mysore State	(a)	*2·36*
North Western	*8·63*	8·23
South Indian	*12·8*	Nil
Average for 2′ 6″ and 2′ 0″ gauges	*9·24*	*8·94*

* Information not available.

(a) Included under Class II Railways.

21.—*Statement of Shunting and Light Running on* ***Class I Railways*** *for the years 1937-38 and 1938-39.*

NOTE:—The figures in this statement are worked out by excluding the train mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Passenger and proportion of mixed. (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*5·20*	5·29	*1·07*	1·02	*1·17*	1·11	*37·7*	38·7	*3·90*	9·89	*10·3*	11·4
Bombay, Baroda and Central India	*4 04*	4·22	*3·38*	3·40	*3·41*	3·48	*33·8*	33·6	*2·22*	2·07	*2·28*	2·15
Eastern Bengal	*6·83*	6·81	*0·66*	0·68	*0·67*	0·69	*53·7*	56·3	*3·55*	4·56	*4·43*	6·35
East Indian	*4 68*	4·55	*3·00*	2·92	*3·41*	3·34	*34·2*	35·2	*7·86*	8·49	*8·54*	9·10
Great Indian Peninsula	*3 46*	3·30	*1·29*	1·33	*2·34*	2·58	*30·3*	30·2	*3·70*	3·43	*4·96*	4·46
Madras and Southern Mahratta	*3·64*	3·82	*2·15*	1·99	*2·21*	2·01	*29·7*	31·7	*6·68*	7·27	*7·65*	7·44
Nizam's State	*6·60*	6·85	*2·21*	1·98	*2·27*	2·05	*26·3*	26·3	*5·89*	9·55	*6·00*	9·71
North Western	*6·95*	6·64	*1·12*	1·24	*1·68*	1·67	*28·2*	28·2	*5·24*	5·43	*6·37*	6·49
South Indian	*3·03*	3·10	*0·25*	0·17	*0·31*	0·22	*37·0*	34·1	*5·22*	5·07	*6·01*	5·22
Average for 5′ 6″ gauge	*5·06*	*4·96*	*1·76*	*1·75*	*2 19*	*2·18*	*33·3*	*33·9*	*6·40*	*6·69*	*7·26*	*7·56*
3′ 3½″ GAUGE.												
Assam Bengal	*6·68*	5·54	*1·55*	1·61	*1·94*	1·79	*28.4*	24·6	*2·06*	3·28	*2·66*	4·85
Bengal and North Western	*3·18*	3·25	*0·65*	0·68	*0·97*	0·94	*53·8*	56·4	*1·95*	2·36	*3·56*	3·75
Bombay, Baroda and Central India	*5·18*	5·05	*0·92*	0·99	*1·31*	1·49	*28·3*	28·5	*1·82*	1·59	*3·09*	2·77
Eastern Bengal	*7·05*	7·71	*0·45*	0·48	* *0·48*	0·55	*42·7*	46·3	*1·25*	1·01	*1·49*	2·07
Jodhpur	*10·2*	7·84	*0·69*	0·38	*1·41*	0·64	*26·0*	25·6	*2·56*	2·40	*2·65*	2·50
Madras and Southern Mahratta	*2·83*	3·38	*0·92*	0·85	*1·05*	0·93	*23·3*	24·4	*4·20*	4·72	*6·06*	5·98
Mysore State	(*a*)	12·4	(*a*)	0·19	(*a*)	0·47	(*a*)	27·3	(*a*)	1·25	(*a*)	2·15
Nizam's State	*2·94*	3·05	*2·37*	2·27	*2·48*	2·30	*25·0*	27·4	*9·25*	7·05	*9·59*	7·21
Rohilkund and Kumaon	*3·45*	3·50	*1·48*	1·38	*2·31*	2·27	*42·2*	51·9	*1·22*	1·29	*1·94*	1·81
South Indian	*3·31*	3·33	*0·51*	0·51	*0·79*	0·79	*32·2*	31·3	*1·27*	1·25	*1·44*	1·49
Average for 3′ 3½″ gauge	*4·36*	*4·71*	*0·84*	*0·82*	*1·15*	*1·10*	*33·9*	*34·3*	*2·43*	*2·54*	*3·46*	*3·59*

† Other engine miles per 100 train miles.		
2′ 6″ AND 2′ 0″ GAUGES.	Year.	*1937-38.* 1938-39.
Bengal Nagpur		*25·2* 24·0
Bombay, Baroda and Central India		*13·2* 12·0
Eastern Bengal		*0·02* 0·11
Great Indian Peninsula		*9·05* 7·24
Mysore State		(*a*) *12·5*
North Western		*20·4* 19·5
South Indian		*3·33* 3·95
Average for 2′ 6″ and 2′ 0″ gauges		*18·6* *17·8*

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.
(*a*) Included under Class II Railways

22.—*Statement of Engine Usage on Class I*

Railway.	Year.	Average number of Engines.				Actual number in good repair stored.		Average number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal Nagpur	*1937-38*	*743*	*654*	*147*	*507*	*17*	*3*	*95*	*7*	*223*
	1938-39	743	644	141	503	4	Nil	88	8	220
Bombay, Baroda and Central India.	*1937-38*	*378*	*360*	*63*	*297*	*21*	*1*	*63*	*26*	*72*
	1938-39	373	358	77	281	6	1	62	26	72
Eastern Bengal	*1937-38*	*313*	*294*	*47*	*245*	*18*	*1*	*105*	*13*	*43*
	1938-39	313	294	50	242	14	1	102	13	46
East Indian	*1937-38*	*1,544*	*1,561*	*260*	*1,301*	*42*	*Nil*	*306*	*41*	*439*
	1938-39	1,529	1,560	244	1,314	43	Nil	316	43	466
Great Indian Peninsula. Steam	*1937-38*	**685*	**684*	*134*	*‡550*	*65*	*10*	*128*	*28*	*165*
	1938-39	*664	*673	127	‡546	51	8	145	17	173
Great Indian Peninsula. †Electric	*1937-38*	*66*	*65*	*8*	*57*	*1*	*Nil*	*23*	*Nil*	*20*
	1938-39	66	66	10	56	9	Nil	21	Nil	16
Madras and Southern Mahratta.	*1937-38*	*304*	*300*	*67*	*233*	*10*	*1*	*91*	*6*	*79*
	1938-39	302	300	66	234	8	2	88	7	85
Nizam's State	*1937-38*	*85*	*84*	*12*	*72*	*Nil*	*Nil*	*14*	*9*	*20*
	1938-39	85	83	11	72	Nil	Nil	14	9	22
North Western	*1937-38*	*1,192*	*1,188*	*246*	*942*	*38*	*8*	*226*	*109*	*271*
	1938-39	1,186	1,181	249	932	57	11	206	102	262
South Indian	*1937-38*	*152*	*§152*	*23*	*129*	*2*	*Nil*	*60*	*5*	*26*
	1938-39	152	§154	23	131	4	Nil	62	5	27
Total 5′ 6″ Gauge. Steam	*1937-38*	*5,396*	*5,277*	*999*	*4,276*	..	..	*1,088*	*244*	*1,338*
	1938-39	5,347	5,247	988	4,255	..	..	1,083	230	1,373
Total 5′ 6″ Gauge. †Electric	*1937-38*	*66*	*65*	*8*	*57*	*1*	*Nil*	*23*	*Nil*	*20*
	1938-39	66	66	10	56	9	Nil	21	Nil	16
3′ 3½″ Gauge.										
Assam Bengal	*1937-38*	*205*	*204*	*23*	*181*	*2*	*Nil*	*3*	*96*	*22*
	1938-39	204	204	19	185	3	Nil	5	92	29
Bengal and North Western	*1937-38*	*364*	*396*	*24*	*372*	*13*	*1*	*121*	*25*	*88*
	1938-39	364	397	24	373	20	1	122	24	84
Bombay, Baroda and Central India.	*1937-38*	*490*	*459*	*74*	*385*	*38*	*19*	*97*	*45*	*83*
	1938-39	490	464	79	385	41	24	105	38	91

*This includes 8 engines used exclusively by Mechanical Department.
†Excluding Electric Multiple Unit Suburban Trains.
‡This includes 7 engines used exclusively by Mechanical Department.
§Includes one engine employed in workshop shunting.

Railways for the years 1937-38 and 1938-39.

USE DAILY ON—					ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	
Departmental service.	Shunting including siding.	Total	Spare.	Maximum number in use on any one day.	Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomotive day in use.		Railway.
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5′ 6″ GAUGE.
25	*81*	*431*	*71*	*477*	*173*	*148*	*113*	*124*	*83*	*17,638*	*28,317*	*11·0*	B. N.
27	82	425	77	470	193	129	118	130	86	17,364	28,622	11·7	
17	*46*	*224*	*60*	*283*	*165*	*110*	*90*	*105*	*66*	*13,669*	*24,622*	*7·11*	B.,B. & C.I.
16	44	220	57	245	166	112	87	106	65	12,809	23,410	7·39	
13	*48*	*222*	*17*	*237*	*145*	*111*	*98*	*120*	*91*	*9,597*	*14,095*	*10·2*	E. B.
15	47	223	13	242	150	111	97	122	93	9,803	14,776	10·8	
70	*245*	*1,101*	*185*	*1,207*	*150*	*122*	*92*	*105*	*74*	*18,137*	*28,042*	*8·96*	E. I.
75	260	1,160	147	1,233	149	119	89	103	77	16,994	25,018	9·40	
‡26	*88*	*‡435*	*72*	*480*	*198*	*103*	*121*	*131*	*83*	*¶16,575*	*¶28,002*	*8·43*	Steam.
‡28	84	‡447	72	491	197	98	117	133	88	¶16,285	¶26,480	8·33	
1	*6*	*50*	*7*	*56*	*183*	*Nil*	*98*	*138*	*106*	*¶26,766*	*¶37,335*	*9·37*	Elec. † G.I.P.
1	6	44	7	53	202	Nil	132	161	107	¶27,282	¶42,963	9·54	
12	*29*	*217*	*12*	*227*	*132*	*125*	*102*	*112*	*81*	*15,988*	*23,772*	*9·57*	M. & S. M.
11	30	221	9	237	136	113	98	110	82	15,946	23,429	10·8	
5	*8*	*56*	*16*	*63*	*158*	*133*	*111*	*119*	*80*	*17,712*	*30,504*	*9·29*	N. S.
6	8	59	13	65	172	122	110	120	85	17,520	29,292	9·99	
30	*127*	*763*	*157*	*816*	*140*	*160*	*87*	*111*	*71*	*12,343*	*20,622*	*7·99*	N. W.
29	127	726	168	785	155	168	93	118	73	11,664	20,259	8·10	
9	*7*	*107*	*21*	*119*	*149*	*104*	*95*	*123*	*86*	*10,574*	*18,621*	*9·18*	S. I.
10	7	111	20	121	147	108	95	123	88	10,847	18,961	9·06	
207	*679*	*3,556*	*611*	..	*154*	*136*	*99*	*114*	*77*	*15,768*	*25,515*		Steam. Total 5′ 6″ Gauge.
217	689	3,592	576	..	160	138	99	115	79	15,144	24,172		
1	*6*	*50*	*7*	*56*	*183*	*Nil*	*98*	*138*	*106*	*26,766*	*37,335*		Elec.† Total 5′ 6″ Gauge.
1	6	44	7	53	202	Nil	132	161	107	27,282	42,963		
													3′ 3⅜″ GAUGE.
6	*27*	*154*	*27*	*174*	*80*	*110*	*111*	*104*	*79*	*6,010*	*8,573*	*8·84*	A. B.
8	26	160	24	171	160	118	111	111	87	6,626	9,150	9·15	
32	*46*	*312*	*60*	*341*	*129*	*87*	*105*	*106*	*87*	*8,441*	*12,701*	*9·23*	B. & N. W.
31	43	304	69	344	128	91	105	108	87	8,095	12,710	9·13	
15	*45*	*285*	*71*	*325*	*120*	*96*	*101*	*100*	*62*	*8,423*	*14,975*	*7·11*	B.,B. & C.I.
15	45	294	58	331	119	101	98	100	64	7,566	13,118	7·48	

¶ Locomotive days of Shunting engines are wholly charged to Steam as the Shunting operations both for Steam and Electric trains performed by Steam engines.

22.—*Statement of Engine Usage on Class I*

Railway.	Year.	Average number of engines.				Actual number in good repair stored.		Average Number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3′ 3¾″ Gauge—*concld.*										
Eastern Bengal	*1937-38*	*210*	*207*	*40*	*165*	*15*	*1*	*54*	*20*	*33*
	1938-39	207	207	44	163	9	Nil	55	19	34
Jodhpur	*1937-38*	*105*	*107*	*8*	*98*	*Nil*	*Nil*	*14*	*26*	*18*
	1938-39	104	105	9	97	Nil	Nil	14	27	18
Madras and Southern Mahratta.	*1937-38*	*330*	*347*	*53*	*293*	*26*	*9*	*77*	*36*	*92*
	1938-39	304	320	50	266	20	10	75	32	89
Mysore State	*1937-38*	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	1938-39	84	73	11	73	Nil	Nil	22	16	16
Nizam's State	*1937-38*	*87*	*87*	*9*	*78*	*Nil*	*Nil*	*21*	*3*	*13*
	1938-39	87	85	9	76	Nil	Nil	21	2	13
Rohilkund and Kumaon	*1937-38*	*75*	*83*	..	*78*	*Nil*	*Nil*	*25*	*7*	*13*
	1938-39	75	89	..	82	Nil	Nil	25	7	14
South Indian	*1937-38*	*401*	‡*387*	*51*	*336*	*7*	*3*	*171*	*18*	*58*
	1938-39	401	‡387	45	342	15	5	171	18	57
Total 3′ 3¾″ Gauge	*1937-38*	*2,267*	*2,277*	*282*	*1,936*	..	..	*583*	*276*	*420*
	1938-39	2,320	2,331	290	2,042	..	..	615	275	445
2′ 6″ and 2′ 0″ Gauges.										
Bengal Nagpur	*1937-38*	*116*	*110*	*26*	*84*	*1*	*1*	*22*	*15*	*19*
	1938-39	116	115	31	84	Nil	Nil	23	13	18
Bombay, Baroda and Central India.	*1937-38*	*28*	*25*	*4*	*21*	*Nil*	*Nil*	*2*	*14*	*Nil*
	1938-39	28	27	4	23	Nil	Nil	2	15	Nil
Eastern Bengal	*1937-38*	*9*	*10*	*3*	*7*	*Nil*	*Nil*	*4*	*1*	*Nil*
	1938-39	9	9	1	8	1	Nil	5	1	Nil
Great Indian Peninsula	*1937-38*	*22*	*21*	*5*	*16*	*2*	*Nil*	*Nil*	*10*	*Nil*
	1938-39	22	21	5	16	1	Nil	Nil	10	Nil
Mysore State	*1937-38*	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	1938-39	16	13	3	13	Nil	Nil	2	4	Nil
North Western	*1937-38*	*100*	*100*	*20*	*80*	*12*	*4*	*4*	*23*	*18*
	1938-39	100	100	16	84	22	12	4	21	16
South Indian	*1937-38*	*11*	*11*	*2*	*9*	*Nil*	*Nil*	*3*	*4*	..
	1938-39	11	11	2	9	1	Nil	1	6	..
Total 2′ 6″ and 2′ 0″ Gauges	*1937-38*	*286*	*277*	*60*	*217*	..	..	*35*	*67*	*37*
	1938-39	302	296	62	237	..	..	37	70	34

‡ Includes 2 Engines employed in workshop Shunting.

(a) Included under Class II Railways.

Railways for the years 1937-38 and 1938-39—concld.

USE DAILY ON—					ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	
Departmental service.	Shunting including siding.	Total.	Spare.	Maximum number in use on any one day.	Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		Railway.
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3' 3¼" GAUGE —*concld.*
6	*31*	*144*	*12*	*156*	*135*	*120*	*108*	*112*	*79*	*6,998*	*10,852*	*9·87*	E. B.
10	32	150	8	163	130	121	107	111	81	7,232	11,209	10·7	
5	*10*	*73*	*26*	*84*	*109*	*126*	*95*	*105*	*70*	*7,529*	*11,974*	*9·02*	Jodhpur.
5	10	74	22	83	135	120	79	103	72	6,811	10,905	9·26	
7	*33*	*245*	*34*	*280*	*142*	*86*	*85*	*102*	*72*	*5,676*	*8,372*	*8·01*	M. & S. M.
5	31	232	21	250	136	90	89	100	74	6,137	8,812	8·75	
(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	Mysore State.
1	5	60	10	70	160	63	119	125	125	5,474	5,474	8·15	
4	*8*	*49*	*29*	*59*	*156*	*109*	*105*	*116*	*65*	*6,144*	*13,061*	*7·21*	N. S.
4	8	48	28	56	168	89	100	121	68	6,111	12,749	7·44	
3	*11*	*59*	*19*	*68*	*144*	*103*	*127*	*124*	*83*	*6,617*	*10,761*	*9·73*	R. & K.
3	12	61	21	70	148	105	117	124	85	6,057	10,083	9·40	
25	*14*	*286*	*45*	*328*	*122*	*85*	*91*	*107*	*79*	*7,513*	*10,653*	*8·64*	S. I.
23	15	284	49	299	124	85	94	109	80	5,948	10,434	8·51	
103	*225*	*1,607*	*323*	..	*105*	*103*	*99*	*106*	*75*	*7,089*	*11,361*		TOTAL 3'3¼" GAUGE.
105	227	1,667	310	..	130	105	99	110	76	7,019	10,795		
													2' 6" & 2' 0" GAUGES.
3	*11*	*70*	*14*	*79*	*103*	*101*	*79*	*92*	*59*	*2,401*	*4,086*	*8·33*	B. N.
3	10	67	17	79	102	127	85	100	59	2,293	4,264	9·45	
Nil	*Nil*	*16*	*5*	*19*	*140*	*73*	*Nil*	*85*	*55*	*2,077*	*2,077*	*8·54*	B.,B. & C.I.
Nil	Nil	17	6	20	123	73	Nil	79	52	1,922	1,922	8·04	
Nil	*Nil*	*5*	*2*	*7*	*60*	*64*	*Nil*	*61*	*34*	*559*	*992*	*6·59*	E. B.
Nil	Nil	6	2	8	58	66	Nil	62	40	262	1,034	6·70	
1	*1*	*12*	*4*	*16*	*Nil*	*120*	*Nil*	*111*	*64*	*1,361*	*2,721*	*7·71*	G. I. P.
Nil	1	11	4	15	Nil	120	Nil	118	62	1,749	3,498	7·36	
(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	Mysore State.
Nil	Nil	6	2	8	Nil	Nil	Nil	Nil	Nil	Nil	Nil	5·29	
1	*5*	*51*	*21*	*69*	*93*	*82*	*66*	*77*	*39*	*1,119*	*2,273*	*6·00*	N. W.
1	3	45	23	63	87	86	64	78	35	952	2,133	5·11	
..	*Nil*	*7*	*2*	*9*	*142*	*134*	*77*	*136*	*88*	*2,110*	*3,389*	*11·2*	S. I.
..	Nil	6	2	9	140	91	Nil	95	55	1,251	2,312	9·00	
5	*17*	*161*	*48*	..	*102*	*93*	*73*	*89*	*52*	*1,312*	*3,387*		TOTAL 2' 6" AND 2' 0" GAUGES.
4	14	158	56	..	97	97	75	91	49	1,693	3,456		

23.—*Statement of Loads of Trains of* ***Class I Railways*** *for the years 1937-38 and 1938-39.*

Note.—"The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars."

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of Mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.			Tons.							Tons.	Tons.	Tons.
Bengal Nagpur	*1937-38*	*16*	*404*	*29*	*41*	*70·1*	*26*	*43*	*60·2*	*405*	*906*	*793*
	1938-39	15	401	28	40	71·1	25	43	59·1	393	887	779
Bombay, Baroda and Central India.	*1937-38*	*18*	*406*	*38*	*52*	*73·1*	*25*	*42*	*59·5*	*398*	*956*	*851*
	1938-39	18	413	39	52	75·0	25	42	59·5	384	941	848
Eastern Bengal	*1937-38*	*15*	*363*	*33*	*46*	*72·8*	*25*	*38*	*65·3*	*268*	*750*	*652*
	1938-39	14	338	35	46	75·1	26	39	65·3	283	777	681
East Indian	*1937-38*	*16*	*388*	*36*	*56*	*64·9*	*23*	*34*	*68·4*	*497*	*1,096*	*922*
	1938-39	16	383	35	53	65·6	23	33	70·1	461	1,039	934
Great Indian Peninsula — Steam	*1937-38*	*16*	*412*	*35*	*49*	*72·1*	*23*	*37*	*63·1*	*371*	*910*	*795*
	1938-39	15	405	34	47	72·8	23	36	62·7	351	883	768
Great Indian Peninsula — Electric	*1937-38*	*19*	*491*	*43*	*54*	*79·9*	*Nil*	*Nil*	*Nil*	*470*	*1,143*	*1,005*
	1938-39	19	506	40	51	79·8	Nil	Nil	Nil	427	1,069	929
Madras and Southern Mahratta.	*1937-38*	*14*	*387*	*33*	*49*	*68·1*	*27*	*34*	*78·9*	*342*	*887*	*780*
	1938-39	14	385	35	50	69·4	29	37	77·8	358	920	809
Nizam's State	*1937-38*	*14*	*397*	*30*	*47*	*64·6*	*23*	*46*	*49·5*	*360*	*875*	*747*
	1938-39	15	402	32	47	67·5	16	32	48·8	358	880	760
North Western	*1937-38*	*18*	*387*	*37*	*52*	*71·0*	*24*	*32*	*76·1*	*322*	*824*	*728*
	1938-39	17	381	36	50	72·4	24	33	73·0	304	789	693
South Indian	*1937-38*	*11*	*281*	*32*	*40*	*80·2*	*23*	*30*	*77·5*	*290*	*749*	*652*
	1938-39	11	278	32	40	79·9	23	30	76·3	286	749	654
Average for 5′ 6″ gauge — Steam	*1937-38*	*16*	*388*	*35*	*52*	*67·5*	*25*	*37*	*65·5*	*399*	*945*	*835*
	1938-39	15	382	34	49	69·9	24	37	65·2	380	917	806
Average for 5′ 6″ gauge — Electric	*1937-38*	*19*	*491*	*43*	*54*	*79·9*	*Nil*	*Nil*	*Nil*	*470*	*1,143*	*1,005*
	1938-39	19	506	40	51	79·8	Nil	Nil	Nil	427	1,069	929
3′ 3¾″ Gauge.												
Assam Bengal	*1937-38*	*6*	*276*	*21*	*36*	*59·6*	*13*	*20*	*66·6*	*114*	*321*	*264*
	1938-39	12	261	23	37	63·3	13	19	67·1	115	327	268
Bengal and North Western.	*1937-38*	*15*	*200*	*34*	*46*	*73·9*	*22*	*31*	*71·0*	*198*	*430*	*379*
	1938-39	15	201	35	45	77·8	23	31	76·1	198	431	379
Bombay, Baroda and Central India.	*1937-38*	*18*	*234*	*34*	*50*	*68·0*	*30*	*43*	*69·8*	*217*	*481*	*428*
	1938-39	17	233	35	47	74·5	29	41	70·7	190	448	395

23.—*Statement of Loads of Trains of* **Class I Railways** *for the years 1937-38 and 1938-39*—concld.

Note.—The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars."

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3⅜″ Gauge—*concld.*			Tons.							Tons.	Tons.	Tons.
Eastern Bengal .	*1937-38*	*20*	*273*	*33*	*48*	*68·6*	*20*	*26*	*74·5*	*160*	*464*	*404*
	1938-39	20	274	33	48	68·6	21	28	75·1	170	478	418
Jodhpur . . .	*1937-38*	*21*	*269*	*38*	*55*	*70·0*	*13*	*22*	*59·1*	*161*	*400*	*348*
	1938-39	15	290	41	56	73·2	13	22	59·1	159	392	340
Madras and Southern Mahratta.	*1937-38*	*14*	*209*	*24*	*33*	*74·3*	*17*	*22*	*76·3*	*134*	*370*	*306*
	1938-39	14	209	24	32	73·4	17	23	74·8	136	372	309
Mysore State . .	*1937-38*	*	*	*	*	*	*	*	*	*	*	*
	1938-39	10	194	19	23	83·2	Nil	Nil	Nil	13	341	267
Nizam's State . .	*1937-38*	*12*	*189*	*29*	*38*	*76·8*	*14*	*25*	*55·7*	*200*	*486*	*418*
	1938-39	11	182	31	38	80·4	14	21	66·2	203	497	425
Rohilkund & Kumaon	*1937-38*	*11*	*155*	*21*	*34*	*61·8*	*17*	*29*	*58·6*	*147*	*345*	*302*
	1938-39	11	159	22	34	64·7	14	24	58·3	150	346	302
South Indian . .	*1937-38*	*14*	*179*	*32*	*44*	*73·2*	*21*	*30*	*71·1*	*164*	*442*	*382*
	1938-39	14	183	32	44	73·3	22	30	72·0	157	435	379
Average for 3′ 3⅜″ gauge.	*1937-38*	*15*	*214*	*30*	*43*	*71·1*	*23*	*32*	*71·5*	*169*	*418*	*360*
	1938-39	15	213	29	40	72·3	25	35	72·4	161	409	350
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur .	*1937-38*									*69*	*215*	*169*
	1938-39									66	212	165
Bombay, Baroda and Central India.	*1937-38*									*44*	*119*	*92*
	1938-39									41	114	87
Eastern Bengal .	*1937-38*									*15*	*56*	*43*
	1938-39									16	59	47
Great Indian Peninsula	*1937-38*									*31*	*127*	*79*
	1938-39									35	135	87
Mysore State . .	*1937-38*									*	*	*
	1938-39									40	134	93
North Western . .	*1937-38*									*41*	*151*	*106*
	1938-39									39	146	101
South Indian . .	*1937-38*									*27*	*105*	*69*
	1938-39									27	109	72
Average for 2′ 6″ and 2′ 0″ gauges.	*1937-38*									*51*	*171*	*126*
	1938-39									49	169	124

* Included under Class II Railways.

24.—*Statement of vehicles and wagons—number of and their usage on Class I Railways for the years 1937-38 and 1938-39.*

Railway.	Year.	COACHING STOCK. Average authorised stock (in units). Passenger carriages.	Other coaching vehicles.	Average number on line. Passenger Carriages. In units.	In terms of 4-wheelers.	Other Coaching Vehicles. In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers.)	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned. In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers). Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load during the run (in tons) (in terms of 4-wheelers). All Traffic.	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5' 6" GAUGE.																		
Bengal Nagpur	*1937-38*	*793*	*395*	*763*	*1,494*	*223*	*310*	*140*	*22,791*	*22,805*	*24,443*	*21,612*	*20·5*	*18·2*	*12·3*	*14·7*	*41·3*	*404*
	1938-39	802	385	749	1,470	217	305	146	22,813	22,820	24,460	22,026	20·7	18·1	12·2	14·6	40·2	391
Bombay, Baroda and Central India.	*1937-38*	*595*	*295*	*585*	*1,133*	*216*	*246*	*117*	*9,940*	*9,270*	*9,527*	*9,261*	*20·7*	*13·5*	*9·37*	*12·2*	*38·5*	*340*
	1938-39	580	294	594	1,154	212	240	117	9,899	9,420	9,678	8,829	22·6	13·7	9·15	11·7	39·0	337
Eastern Bengal	*1937-38*	*788*	*397*	*730*	*1,428*	*316*	*336*	*129*	*7,948*	*8,053*	*8,217*	*7,746*	*18·8*	*13·5*	*8·45*	*9·23*	*24·0*	*161*
	1938-39	795	401	735	1,432	320	342	118	7,948	8,223	8,387	8,005	19·6	12·9	8·09	9·24	24·0	166
East Indian	*1937-38*	*2,109*	*847*	*2,504*	*4,633*	*640*	*813*	*139*	*49,107*	*48,874*	*49,311*	*47,031* (a)	*20·7*	*14·2*	*7·75*	*14·9*	*40·1* (a)	*324* (a)
	1938-39	2,100	837	2,475	4,635	638	812	142	49,168	48,791	49,228	48,967 (a)	20·6	14·0	7·27	14·3	37·4 (a)	359
Great Indian Peninsula.	*1937-38*	*1,131*	*733*	*1,113*	*2,248*	*508*	*611*	*160*	*16,990*	*17,173*	*18,613*	*17,706*	*20·5*	*15·3*	*12·8*	*12·1*	*51·9*	*446*
	1938-39	1,107	711	1,085	2,193	499	600	167	16,907	17,233	18,589	16,208	17·3	15·1	13·0	11·7	56·2	468
Madras and Southern Mahratta.	*1937-38*	*631*	*309*	*660*	*1,174*	*221*	*232*	*114*	*5,803*	*5,904*	*5,993*	*5,963*	*20·1*	*12·2*	*6·29*	*11·1*	*53·3*	*421*
	1938-39	622	288	591	1,101	215	226	119	5,802	6,144	6,234	6,657	20·7	12·1	6·15	11·1	50·4	401
Nizam's State	*1937-38*	*118*	*55*	*112*	*196*	*32*	*35*	*170*	*2,081*	*†2,053*	*†2,053*	*1,995*	*20·3*	*16·5*	*6·69*	*13·5*	*53·8*	*424*
	1938-39	123	47	113	201	30	33	175	2,079	†2,003	†2,003	2,069	20·1	16·6	9·90	13·0	53·3	468
North Western	*1937-38*	*2,370*	*1,329*	*2,300*	*4,438*	*919*	*1,000*	*129*	*28,350*	*27,710*	*28,678*	*27,551*	*20·0*	*13·5*	*7·53*	*10·4*	*38·5*	*293*
	1938-39	2,306	1,314	2,223	4,312	890	967	130	28,362	28,216	29,183	27,629	20·1	13·2	7·29	9·95	37·7	279
South Indian	*1937-38*	*324*	*126*	*322*	*653*	*120*	*128*	*126*	*2,297*	*2,297*	*2,309*	*2,195*	*19·9*	*14·8*	*9·18*	*10·3*	*35·2*	*291*
	1938-39	324	122	322	653	123	132	126	2,296	2,298	2,310	2,229	20·4	15·2	9·00	10·2	37·1	302
Total 5' 6" Gauge and average.	*1937-38*	*8,859*	*4,486*	*9,089*	*17,462*	*3,195*	*3,711*	*135*	*145,307*	*144,139*	*149,044*	*141,060*				*12·9*	*41·1*	*362*
	1938-39	8,759	4,399	8,887	17,151	3,144	3,657	137	145,274	145,148	150,072	142,619				12·5	40·2	351
3' 3¾" GAUGE.																		
Assam Bengal	*1937-38*	*612*	*252*	*605*	*1,176*	*138*	*151*	*105*	*5,384*	*5,271*	*5,791*	*5,526*	*10·6*	*8·07*	*5·74*	*6·67*	*28·0*	*127*
	1938-39	619	256	610	1,187	139	152	112	5,151	5,266	5,813	5,571	10·4	7·80	5·57	6·52	31·3	142
Bengal and North Western.	*1937-38*	*1,220*	*309*	*1,269*	*1,837*	*65*	*66*	*132*	*11,090*	*12,084*	*12,232*	*12,312*	*10·3*	*8·54*	*4·59*	*7·26*	*25·4*	*113*
	1938-39	1,207	310	1,271	1,843	67	69	132	11,146	12,069	12,216	12,227	10·5	8·86	5·02	7·10	24·7	135
Bombay, Baroda & Central India.	*1937-38*	*1,425*	*278*	*1,193*	*2,170*	*193*	*234*	*92*	*8,815*	*8,685*	*10,194*	*10,125*	*9·12*	*9·35*	*5·87*	*7·27*	*40·6*	*209*
	1938-39	1,415	278	1,214	2,213	189	229	92	8,761	8,674	10,151	10,070	9·18	8·79	6·04	6·44	40·6	191

*Does not include electric multiple unit suburban service stock.
†Excludes 20 covered wagons used as coaching vehicles.
(a) Exclude uneconomical types of wagons ear-marked either for scrapping or reconditioning into open wagons.

24.-§Statement of vehicles and wagons—number of and their usage on Class I Railways for the years 1937-38 and 1938-39—concld.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units).		Average number on line.				Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned.		Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers).			Average wagon load during the run (in tons) (in terms of 4-wheelers).	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
				Passenger Carriages.		Other Coaching Vehicles.				In units.	In terms of 4-wheelers.		Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.		
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers	In units.	In terms of 4-wheelers.											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
3' 3¾" Gauge—*concld.*																		
Eastern Bengal	*1937-38*	*747*	*371*	*663*	*1,269*		*274*	*110*	*5,023*	*5,433*	*7,195*	*6,723*	*9·36*	*7·62*	*6·84*	*5·46*	*27·0*	*103*
	1938-39	708	413	662	1,268	51	320	108	5,029	5,418	7,180	6,907	9·32	7·89	6·78	5·77	26·6	107
Jodhpur	*1937-38*	*272*	*89*	*261*	*451*	*27*	*34*	*120*	*2,629*	*2,452*	*2,680*	*2,796*	*9·62*	*7·33*	*4·68*	*5·73*	*41·4*	*174*
	1938-39	274	90	270	466	28	35	118	2,647	2,541	2,764	2,863	8·80	7·57	4·29	5·71	35·9	155
Madras and Southern Mahratta.	*1937-38*	*334*	*227*	*816*	*1,470*	*195*	*206*	*104*	*7,067*	*7,173*	*7,574*	*7,461*	*11·6*	*8·13*	*4·49*	*6·32*	*33·0*	*159*
	1938-39	760	185	709	1,223	155	166	109	6,425	6,580	6,935	6,756	11·7	8·36	4·65	6·46	35·5	173
Mysore State	*1937-38*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*
	1938-39	246	77	313	388	81	84	90	1,534	1,534	1,612	1,698	10·4	9·01	5·39	6·01	28·7	142
Nizam's State	*1937-38*	*132*	*41*	*127*	*199*	*16*	*16*	*168*	*1,300*	*†1,287*	*†1,293*	*1,255*	*9·85*	*9·71*	*5·73*	*7·30*	*38·7*	*219*
	1938-39	144	41	125	197	16	16	181	1,271	††1,266	††1,272	1,213	9·99	9·20	5·69	7·03	38·0	215
Rohilkund & Kumaon.	*1937-38*	*241*	*91*	*225*	*339*	*36*	*37*	*114*	*2,707*	*2,847*	*2,887*	*2,660*	*10·2*	*10·9*	*9·02*	*10·3*	*20·8*	*103*
	1938-39	241	91	225	339	36	37	120	2,707	2,841	2,881	2,608	10·8	11·0	7·91	9·88	20·5	107
South Indian	*1937-38*	*1,229*	*187*	*1,252*	*2,501*	*140*	*226*	*107*	*5,160*	*5,160*	*7,285*	*6,858*	*10·4*	*8·30*	*4·74*	*6·04*	*27·1*	*122*
	1938-39	1,227	188	1,267	2,531	141	228	109	5,160	5,159	7,284	6,616	10·2	8·16	5·07	5·68	28·2	120
Total 3' 3¾" Gauge and Average.	*1937-38*	*6,712*	*1,845*	*6,411*	*11,412*	*1,076*	*1,244*	*109*	*49,180*	*50,392*	*57,131*	*55,516*				*6·67*	*28·9*	*149*
	1938-39	6,841	1,029	6,666	11,655	1,164	1,336	110	49,831	51,348	58,108	56,529				6·43	30·9	147
2'6" & 2'0" Gauges.																		
Bengal Nagpur	*1937-38*	*339*	*57*	*365*	*720*	*23*	*46*	*75*	*1,950*	*1,950*	*3,860*	*3,715*				*3·72*	*13·9*	*37*
	1938-39	389	57	360	715	23	46	80	1,950	1,950	3,860	3,717				3·42	14·3	36
Bombay, Baroda and Central India.	*1937-38*	*71*	*1*	*71*	*142*	*1*	*2*	*	*327*	*313*	*521*	*518*				*5·05*	*10·1*	*32*
	1938-39	73	1	71	142	1	2	*	327	316	528	524				4·41	9·91	29
Eastern Bengal	*1937-38*	*47*	*Nil*	*58*	*80*	*Nil*	*Nil*	*40*	*25*	*22*	*22*	*20*				*1·85*	*5 17*	*8*
	1938-39	47	Nil	57	79	Nil	Nil	41	25	20	20	17				1·82	6·92	10
Great Indian Peninsula.	*1937-38*	*45*	*3*	*48*	*91*	*2*	*2*	*94*	*201*	*201*	*397*	*397*				*2·97*	*18·0*	*41*
	1938-39	48	3	48	91	2	2	111	201	201	397	397				3·04	18·5	44
Mysore State	*1937-38*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*	*(a)*				*(a)*	*(a)*	*(a)*
	1938-39	32	3	23	46	2	2	*	146	146	191	*				Nil	Nil	N l
North Western	*1937-38*	*290*	*71*	*288*	*553*	*60*	*102*	*33*	*762*	*762*	*1,368*	*1,228*				*3·88*	*24·0*	*59*
	1938-39	283	73	282	553	58	100	32	760	759	1,366	1,240				3·87	20·3	50
South Indian	*1937-38*	*34*	*1*	*34*	*68*	*Nil*	*Nil*	*118*	*78*	*78*	*156*	*156*				*2·78*	*14·1*	*29*
	1938-39	34	1	34	68	Nil	Nil	83	78	78	156	156				2·51	12·7	24
Total 2'6" & 2'0" Gauges and Average.	*1937-38*	*879*	*133*	*864*	*1,559*	*86*	*152*	*47*	*3,343*	*3,326*	*6,324*	*6,034*				*3·74*	*15·9*	*41*
	1938-39	906	138	875	1,694	86	152	61	3,487	3,470	6,518	6,051				3·44	15·4	38

*Information not available.

†Excludes 11 open wagons high sided, coupled to goods brake-vans and 2 open wagons low sided temporarily used as water tanks.

†† " 6 " " " " " 2 open Wagons low sided " " "

§ Does not include electric multiple unit suburban service stock.

(a) Included under Class II Railways.

25.—Statement of Density of Traffic on ***Class I Railways*** *for the years 1937-38 and 1938-39.*

Railway.	Year.	Passenger miles per annum (Including Departmental).		Net ton miles per annum (Including Departmental).		Gross ton miles per annum (Including Departmental & weight of engine).		Train miles per running track mile per day (Including Departmental).
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur .	*1937-38*	*310,924*	*343,161*	*1,155,233*	*1,271,979*	*3,528,207*	*3,886,132*	*14·0*
	1938-39	314,104	346,675	1,125,765	1,247,339	3,506,872	3,886,927	14·3
Bombay, Baroda and Central India.	*1937-38*	*758,046*	*924,855*	*739,369*	*913,536*	*2,692,146*	*3,284,555*	*11·6*
	1938-39	781,041	952,920	698,578	863,136	2,934,163	3,579,829	15·6
Eastern Bengal .	*1937-38*	*689,502*	*853,848*	*476,863*	*590,147*	*3,280,370*	*4,059,655*	*19·1*
	1938-39	696,752	862,870	512,627	634,439	3,317,550	4,105,878	19·5
East Indian .	*1937-38*	*643,595*	*803,226*	*1,237,242*	*1,545,379*	*4,055,323*	*5,058,884*	*16·0*
	1938-39	654,048	821,119	1,173,741	1,465,609	4,015,804	5,008,104	16·6
Great Indian Peninsula.	*1937-38*	*423,430*	*529,657*	*664,935*	*831,749*	*2,851,043*	*3,566,293*	*14·0*
	1938-39	445,799	558,666	647,606	810,162	2,905,265	3,640,820	14·7
Madras and Southern Mahratta.	*1937-38*	*603,481*	*634,434*	*762,366*	*801,434*	*3,385,675*	*3,559,180*	*16·1*
	1938-39	531,639	558,907	810,250	851,772	3,482,628	3,661,100	16·1
Nizam's State .	*1937-38*	*258,814*	*258,814*	*513,607*	*513,607*	*1,842,099*	*1,842,099*	*7·95*
	1938-39	266,182	266,182	516,759	516,759	1,895,680	1,895,680	8·19
North Western .	*1937-38*	*427,217*	*487,614*	*429,705*	*490,454*	*1,936,789*	*2,210,600*	*9·54*
	1938-39	409,267	467,128	407,556	465,174	1,904,016	2,173,196	9·69
South Indian .	*1937-38*	*533,057*	*533,057*	*365,062*	*365,062*	*2,211,100*	*2,211,100*	*16·4*
	1938-39	498,625	498,625	382,450	382,450	2,270,214	2,270,214	18·1
Total 5′ 6″ gauge .	*1937-38*	*502,741*	*590,254*	*772,412*	*906,866*	*2,935,332*	*3,446,289*	*13·1*
	1938-39	502,008	589,454	749,287	879,807	2,936,756	3,448,318	13·4
3′ 3⅜″ GAUGE								
Assam Bengal .	*1937-38*	*‡285,193*	*‡285,730*	*‡203,525*	*‡203,908*	*‡1,055,644*	*‡1,057,629*	*‡9·69*
	1938-39	304,918	305,491	228,570	229,000	1,170,875	1,173,076	10·9
Bengal and North Western.	*1937-38*	*555,749*	*553,286*	*309,909*	*311,323*	*1,260,083*	*1,265,835*	*12·0*
	1938-39	549,928	552,443	294,546	295,893	1,231,757	1,237,389	11·9
Bombay, Baroda and Central India.	*1937-38*	*484,402*	*485,076*	*380,885*	*381,082*	*1,406,692*	*1,408,613*	*11·3*
	1938-39	513,179	513,894	345,364	345,836	1,396,710	1,398,617	11·8

‡ Revised figures.

25.—Statement of Density of Traffic on Class I Railways for the years 1937-38 and 1938-39—concld.

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		Gross ton miles per annum. (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3′ 3¾″ GAUGE—*concld.*								
Eastern Bengal	*1937-38*	*454,119*	*457,207*	*246,546*	*248,222*	*1,513,213*	*1,523,536*	*12·2*
	1938-39	435,517	438,480	271,337	273,183	1,578,369	1,589,109	12·4
Jodhpur	*1937-38*	*198,886*	*198,886*	*176,299*	*176,299*	*703,364*	*703,364*	*5·70*
	1938-39	191,348	191,348	164,080	164,080	681,529	681,529	5·88
Madras and Southern Mahratta.	*1937-38*	*260,282*	*260,431*	*217,388*	*217,512*	*1,064,412*	*1,065,020*	*10·5*
	1938-39	218,701	218,840	236,085	236,235	1,121,085	1,121,794	11·1
Mysore State	*1937-38*	†	†	†	†	†	†	†
	1938-39	325,607	325,607	147,630	147,630	922,557	922,557	10·3
Nizam's State	*1937-38*	*275,234*	*282,663*	*150,202*	*154,259*	*712,695*	*731,944*	*7·00*
	1938-39	274,566	281,849	141,585	145,341	706,672	725,417	7·31
Rohilkund and Kumaon.	*1937-38*	*315,934*	*316,577*	*185,811*	*186,189*	*841,150*	*842,879*	*10·7*
	1938-39	316,619	317,263	184,926	185,302	847,760	849,486	10·8
South Indian	*1937-38*	*584,379*	*596,239*	*177,585*	*181,193*	*1,277,124*	*1,303,043*	*16·6*
	1938-39	559,037	570,384	171,581	175,068	1,310,379	1,336,977	16·8
Total 3′ 3¾″ Gauge	*1937-38*	*409,238*	*411,770*	*249,862*	*248,389*	*1,158,635*	*1,166,806*	*11·1*
	1938-39	403,145	405,572	240,572	242,021	1,174,483	1,181,553	11·4
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	*1937-38*	*87,726*	*87,726*	*58,402*	*58,402*	*376,494*	*376,494*	*5·51*
	1938-39	89,663	89,663	55,792	55,792	389,410	389,410	5·77
Bombay, Baroda and Central India.	*1937-38*	*128,158*	*128,158*	*29,991*	*29,991*	*191,383*	*191,383*	*5·35*
	1938-39	157,006	157,006	28,245	28,245	190,616	190,616	5·53
Eastern Bengal	*1937-38*	*176,000*	*176,000*	*2,013*	*2,013*	*197,865*	*197,865*	*8·98*
	1938-39	189,494	189,494	4,447	4,447	214,218	214,218	9·86
Great Indian Peninsula	*1937-38*	*54,513*	*54,513*	*27,491*	*27,491*	*228,097*	*228,097*	‡*5·16*
	1938-39	81,522	81,522	27,439	27,439	239,002	239,002	5·06
North Western	*1937-38*	*55,077*	*55,077*	*41,237*	*41,237*	*259,549*	*259,549*	*4·74*
	1938-39	50,985	50,985	35,059	35,059	234,392	234,392	4·41
Mysore State	*1937-38*	†	†	†	†	†	†	†
	1938-39	123,382	123,382	19,177	19,177	208,719	208,719	5·28
South Indian	*1937-38*	*165,299*	*165,299*	*17,224*	*17,224*	*285,653*	*285,653*	*9·49*
	1938-39	130,056	130,056	14,959	14,959	198,963	198,963	5·90
Total 2′ 6″ and 2′ 0″ Gauges.	*1937-38*	*82,980*	*82,980*	*43,838*	*43,838*	*298,184*	*298,184*	*5·44*
	1938-39	89,310	89,310	39,521	39,521	289,028	289,028	5·31
Total Class I Railways	*1937-38*	*449,430*	*496,301*	*563,357*	*622,110*	*2,218,921*	*2,450,333*	*12·0*
	1938-39	445,917	491,828	542,359	598,198	2,209,002	2,436,434	12·3

† Included under Class II Railways.
‡ Revised figure.

26(a).—Statement of Repairs of Rolling Stock pertainng to Steam and Electric

Note.—The figures in this statement have been arrived at by excluding the

Railway.	Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal-Nagpur	*1937-38*	*37*	*5·65*	*111*	*16·9*	*67*	*29*	*8·72*	*11·6*
	1938-39	33	5·10	109	16·9	61	29	8·20	11·1
Bombay, Baroda and Central India	*1937-38*	*17*	*4·81*	*46*	*12·7*	*70*	*15*	*12·6*	*6·91*
	1938-39	28	7·68	49	13·7	71	22	11·9	10·3
Eastern Bengal	*1937-38*	*18*	*6·10*	*29*	*10·0*	*88*	*35*	*12·0*	*11·2*
	1938-39	18	6·06	32	10·9	95	35	12·9	10·9
East Indian	*1937-38*	*74*	*4·74*	*186*	*11·9*	*155*	*30*	*6·19*	*4·69*
	1938-39	80	5·13	164	10·5	156	19	6·30	2·98
Great Indian Peninsula—Steam	*1937-38*	*24*	*3·40*	*110*	*16·3*	*74*	*22*	*6·65*	*4·33*
	1938-39	27	3·91	100	15·0	75	31	6·91	6·21
Great Indian Peninsula—Electric	*1937-38*	*2*	*3·08*	*6*	*9·23*				
	1938-39	3	4·55	7	10·6				
Madras and Southern Mahratta	*1937-38*	*27*	*8·97*	*40*	*13·4*	*50*	*17*	*7·79*	*7·00*
	1938-39	25	8·33	41	13·7	49	14	8·29	6·51
Nizam's State	*1937-38*	*6*	*7·14*	*6*	*7·14*	*8*	*1*	*7·14*	*3·13*
	1938-39	5	6·02	6	7·23	8	1	7·08	3·33
North Western	*1937-38*	*84*	*7·02*	*162*	*13·6*	*218*	*81*	*9·48*	*8·81*
	1938-39	94	7·98	155	13·1	181	85	8·14	9·55
South Indian	*1937-38*	*9*	*5·92*	*14*	*9·34*	*13*	*5*	*4·04*	*4·17*
	1938-39	9	5·84	14	9·09	15	4	4·66	3·25
Total 5′ 6″ gauge—Steam	*1937-38*	*296*	*5·61*	*704*	*13·3*	*743*	*235*	*8·17*	*7·36*
	1938-39	319	6·08	670	12·8	711	240	8·00	7·63
Total 5′ 6″ gauge—Electric	*1937-38*	*2*	*3·08*	*6*	*9·23*				
	1938-39	3	4·55	7	10·6				
3′ 3½″ Gauge.									
Assam-Bengal	*1937-38*	*8*	*3·94*	*15*	*7·39*	*45*	*14*	*7·44*	*5·80*
	1938-39	9	4·43	10	4·93	48	15	7·87	4·82
Bengal and North-Western	*1937-38*	*8*	*2·09*	*16*	*4·18*	*64*	*2*	*5·04*	*3·08*
	1938-39	7	1·85	17	4·50	82	1	6·45	1·49
Bombay, Baroda and Central India	*1937-38*	*21*	*4·67*	*53*	*11·4*	*74*	*7*	*6·20*	*3·63*
	1938-39	20	4·26	59	12·7	64	8	5·27	4·23

Locomotive Services of Class I Railways for the years 1937-38 and 1938-39.

stock relating to Electric Multiple Unit Services and to all Rail Cars.

Coaching Stock.				Goods Stock.				Hot Boxes average Number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers.				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 Vehicle miles.	Numbers	Per 1,000,000 Wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												5′ 6″ Gauge.
29	*21*	*3·79*	*6·49*	*364*	*1·68*	*1,157*	*5·36*	*1*	*1·78*	*252*	*8·80*	Bengal-Nagpur.
38	27	5·00	7·83	194	0·88	1,120	5	1	1·33	335	11·7	
6	*2*	*0·95*	*0·81*	*176*	*1·90*	*315*	*3·43*	*1*	*1·64*	*46*	*4·05*	Bombay, Baroda and Central India.
5	2	0·84	0·87	166	1·90	385	4·37	1	1·68	53	4·84	
4	*3*	*0·52*	*0·86*	*66*	*0·86*	*665*	*8·60*	*1*	*1·70*	*51*	*6·88*	Eastern Bengal.
5	2	0·61	0·54	60	0·75	626	7·81	1	1·74	73	9·08	
69	*18*	*2·76*	*2·81*	*†248*	*†0·53*	*†1,892*	*†4·02*	*18*	*7·41*	*641*	*10·3*	East Indian.
43	6	1·74	0·94	326	0·67	2,526	5·16	15	6·23	631	10·3	
42	*21*	*3·73*	*4·11*	*128*	*0·72*	*708*	*4·00*	*6*	*3·77*	*167*	*5·71*	Great Indian Peninsula. — Steam.
35	22	3·25	4·39	108	0·67	564	3·48	3	2·20	226	7·72	Great Indian Peninsula. — Electric.
6	*1*	*0·86*	*0·54*	*49*	*0·82*	*268*	*4·46*	*4*	*8·65*	*37*	*3·47*	Madras and Southern Mahratta.
7	2	1·22	0·76	63	0·94	177	2·66	5	9·76	36	3·26	
2	..	*1·90*	*(a) 0·56*	*15*	*0·75*	*66*	*3·31*	*2*	*19·4*	*13*	*3·80*	Nizam's State.
3	..	3·08	(a) 0·93	15	0·72	64	3·09	3	23·9	19	5·48	
108	*24*	*4·70*	*2·60*	*446*	*1·62*	*1,493*	*5·41*	*14*	*6·20*	*166*	*4·82*	North Western.
68	18	3·05	2·06	392	1·42	1,308	4·73	10	4·44	196	5·78	
7	*1*	*2·16*	*0·66*	*20*	*0·91*	*119*	*5·42*	..	*(a) 1·09*	*5*	*1·85*	South Indian.
5	2	1·42	1·62	10	0·45	73	3·27	1	4·34	7	2·51	
273	*91*	*3·00*	*2·85*	*1,512*	*1·07*	*6,683*	*4·74*	*47*		*1,378*		Total 5′ 6″ Gauge. — Steam.
209	81	2·35	2·58	1,334	0·94	6,843	4·80	40		1,576		Total 5′ 6″ Gauge. — Electric.
												3′ 3½″ Gauge.
2	..	*0·37*	*(a) 0·34*	*58*	*1·05*	*64*	*1·15*	*11*	*25·0*	*46*	*9·00*	Assam-Bengal.
2	1	0·39	0·43	59	1·06	70	1·25	14	29·0	25	4·00	
1	*Nil*	*0·08*	*Nil*	*116*	*0·94*	*143*	*1·16*	*3*	*3·28*	*10*	*0·82*	Bengal and North Western.
2	Nil	0·16	Nil	86	0·70	153	1·25	4	4·75	14	1·25	
17	*3*	*1·44*	*1·34*	*76*	*0·75*	*264*	*2·61*	*33*	*50·2*	*200*	*15·5*	Bombay Baroda and Central India.
23	3	1·90	1·37	71	0·71	289	2·87	57	74·5	260	20·1	

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.
† Excludes un-economical types of wagons earmarked either for scrapping or reconditioning into open wagons.

26 (d).—Statement of Repairs of Rolling Stock pertaining to Steam and Electric

Note.—The figures in this statement have been arrived at by excluding the

Railway.	Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	In sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3′ 3½″ Gauge—*concld.*									
Eastern Bengal	*1937-38*	*6*	*3·00*	*34*	*16·4*	*52*	*16*	*7·79*	*6·06*
	1938-39	8	3·69	36	17·3	55	23	8·33	7·39
Jodhpur	*1937-38*	*3*	*2·80*	*5*	*4·67*	*26*	*4*	*9·96*	*14·8*
	1938-39	3	2·86	6	5·71	20	2	7·41	7·14
Madras and Southern Mahratta	*1937-38*	*19*	*5·43*	*34*	*9·93*	*67*	*11*	*8·20*	*5·46*
	1938-39	19	5·94	31	9·69	54	11	7·61	7·10
Mysore State	*1937-38*	‡	‡	‡	‡	‡	‡	‡	‡
	1938-39	10	13·7	3	4·11	15	9	4·79	11·1
Nizam's State	*1937-38*	*5*	*5·75*	*4*	*4·60*	*8*	*1*	*6·30*	*6·25*
	1938-39	5	5·88	4	4·71	6	1	4·80	6·25
Rohilkund and Kumaon	*1937-38*	*3*	*3·66*	*2*	*2·91*	*9*	*3*	*3·89*	*8·24*
	1938-39	3	3·09	4	4·31	6	2	2·62	6·31
South Indian — Steam	*1937-38*	*14*	*3·76*	*37*	*9·56*	*46*	*5*	*3·67*	*3·57*
	1938-39	14	3·66	31	8·04	46	5	3·63	3·55
South Indian — Electric	*1937-38*	*Nil*	*Nil*	*Nil*	*Nil*				
	1938-39	..	(*a*)10·3	Nil	Nil				
Total 3′ 3½″ Gauge — Steam	*1937-38*	*87*	*3·82*	*200*	*8·78*	*391*	*63*	*6·10*	*5·36*
	1938-39	98	4·20	201	8·62	396	77	5·94	6·62
Total 3′ 3½″ Gauge — Electric	*1937-38*	*Nil*	*Nil*	*Nil*	*Nil*				
	1938-39	..	(*a*)10·3	Nil	Nil				
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	*1937-38*	*12*	*10·4*	*15*	*13·4*	*17*	*2*	*4·63*	*3·96*
	1938-39	17	14.9	14	12·3	18	1	5·03	4·92
Bombay, Baroda and Central India	*1937-38*	*1*	*5·32*	*3*	*12·6*	*1*	*Nil*	*1·88*	*Nil*
	1938-39	1	2·78	3	12·0	1	Nil	1·88	Nil
Eastern Bengal	*1937-38*	*1*	*5·95*	*2*	*19·9*	*3*	*Nil*	*5·28*	*Nil*
	1938-39	..	(*a*)1·67	1	12·4	1	Nil	1·49	Nil
Great Indian Peninsula	*1937-38*	*1*	*4·76*	*4*	*19·0*	*3*	*Nil*	*6·25*	*Nil*
	1938-39	1	4·76	4	19·0	3	Nil	6·25	Nil
Mysore State	*1937-38*	‡	‡	‡	‡	‡	‡	‡	‡
	1938-39	1	7·69	1	7·69	1	..	4·35	..
North Western	*1937-38*	*7*	*7·27*	*13*	*12·8*	*24*	*6*	*8·33*	*10·0*
	1938-39	5	4·65	11	10·9	16	5	5·67	8·62
South Indian	*1937-38*	*1*	*4·55*	*1*	*12·1*	*Nil*	*Nil*	*Nil*	*Nil*
	1938-39	1	4·55	2	14·5	Nil	Nil	Nil	Nil
Total 2′ 6″ and 2′ 0″ Gauges	*1937-38*	*23*	*8·30*	*38*	*13·7*	*48*	*8*	*5·56*	*9·30*
	1938-39	26	8·78	36	12·2	40	6	4·57	6·99
Total Class I Railways — Steam	*1937-38*	*406*	*5·18*	*942*	*12·0*	*1,182*	*306*	*7·22*	*7·02*
	1938-39	443	5·63	907	10·2	1·147	323	6·98	7·35
Total Class I Railways — Electric	*1937-38*	*2*	*3·08*	*6*	*9·23*				
	1938-39	3	4·55	7	10·6				

(*a*) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.
‡ Included under class II Railways.

Locomotive Services of **Class I Railways** *for the years 1937-38 and 1938-39*—concld.

stock relating to Electric Multiple Unit Services and to all Rail Cars.

Coaching Stock.				Goods Stock.				Hot Boxes. Average number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												3′ 3½″ Gauge—*concld.*
7	*3*	*1·00*	*0·99*	*41*	*0·61*	*265*	*3·94*	*2*	*2·82*	*3*	*0·52*	Eastern Bengal.
6	3	0·98	1·08	39	0·57	416	6·03	4	7·09	6	0·85	
1	..	*0·27*	*(a) 0·44*	*60*	*2·15*	*15*	*0·54*	*1*	*4·00*	*11*	*3·00*	Jodhpur.
1	..	0·36	(a) 0·29	23	0·80	12	0·42	1	5·00	12	3·00	
7	*1*	*0·94*	*0·64*	*47*	*0·62*	*131*	*2·44*	*13*	*24·6*	*60*	*7·34*	Madras and Southern Mahratta.
6	1	0·88	0·67	34	0·50	137	2·03	13	27·1	41	5·14	
2	..	*1·90*	*(a) 1·62*	*3*	*0·64*	*34*	*2·71*	*2*	*13·4*	*4*	*2·45*	Nizam's State.
5	1	3·69	3·88	9	0·74	29	2·39	2	17·3	10	6·14	
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	Mysore State.
Nil	Nil	Nil	Nil	46	2·71	Nil	Nil	..	..	2	..	
Nil	*Nil*	*Nil*	*Nil*	*8*	*0·30*	*21*	*0·79*	*27*	*15·5*	*80*	*3·35*	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	12	0·46	19	0·73	25	13·6	85	3·77	
17	*2*	*1·33*	*1·74*	*46*	*0·69*	*111*	*1·67*	..	*(a)0·28*	*4*	*0·64*	Steam
22	3	1·70	1·78	32	0·48	123	1·86	..	(a)0·27	4	0·61	South Indian.
												Electric
54	*9*	*0·84*	*0·84*	*460*	*0·83*	*1,098*	*1·98*	*97*		*418*		Steam
67	12	1·01	1·03	411	0·73	1,248	2·21	120		459		Total 3′ 3½″ Gauge.
												Electric
												2′ 6″ and 2′ 0″ Gauges.
12	*5*	*3·32*	*12·9*	*18*	*0.48*	*252*	*6·79*	*Nil*	*Nil*	*1*	*0·74*	Bengal-Nagpur.
11	3	2·94	9·00	19	0·52	214	5·75	..	(a)0·43	2	0·96	
4	*Nil*	*5·40*	*Nil*	*2*	*0·40*	*13*	*2·56*	*Nil*	*Nil*	*1*	*6·61*	Bombay, Baroda and Central India.
5	Nil	6·92	Nil	1	0·05	14	2·73	Nil	Nil	Nil	Nil	
1	*Nil*	*1·52*	*Nil*	..	*(a) 1·06*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Eastern Bengal.
1	Nil	1·70	Nil	..	(a) 0·17	1	3·99	Nil	Nil	Nil	Nil	
1	*Nil*	*2·83*	*Nil*	*15*	*3·73*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Great Indian Peninsula.
1	..	2·69	(a)0·50	9	2·27	Nil	Nil	Nil	Nil	Nil	Nil	
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	Mysore State.
2	3	8·70	1·50	9	8·32	Nil	Nil	Nil	Nil	Nil	Nil	
6	*2*	*2·19*	*3·30*	*13*	*1·06*	*38*	*3·09*	..	*(a)2·10*	*1*	*1·36*	North Western.
4	2	1·28	2·76	9	0·73	32	2·58	..	(a)3·39	1	0·90	
2	*Nil*	*4·50*	*Nil*	*Nil*	*Nil*	*2*	*1·28*	*Nil*	*Nil*	..	*(a)1·20*	South Indian.
1	Nil	4·35	Nil	Nil	Nil	2	1·28	Nil	Nil	Nil	Nil	
26	*7*	*3·01*	*8·14*	*48*	*0·80*	*305*	*5·05*	..		*3*		Total 2′ 6″ and 2′ 0″ Gauges.
25	8	2·86	9·30	47	0·78	263	4·35	..		3		
353	*107*	*2·16*	*2·46*	*2,020*	*1·00*	*8,086*	*3·99*	*144*		*1,799*		Steam
301	101	1·83	2·30	1,792	0·87	8,354	4·07	160		2,038		Total Class I Railways.
												Electric

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.
‡ Included under Class II Railways.

26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
1	2	3	4
5′ 6″ GAUGE.	As.	As.	As.
Bengal Nagpur	1·59	0·88	2·47
Bombay, Baroda & Central India	1·78	1·38	3·16
Eastern Bengal	1·85	0·78	2·63
East Indian	1·92	1·15	3·07
Great Indian Peninsula	1·75	1·02	2·77
Madras and Southern Mahratta	2·33	1·13	3·46
Nizam's State	1·15	0·85	2·00
North Western	1·83	1·30	3·13
South Indian	1·32	0·88	2·20
Averages			~~0·18~~ 2·58
3′ 3½″ GAUGE.			
Assam Bengal	1·42	1·03	2·45
Bengal and North Western	1·04	1·49	2·53
Bombay, Baroda & Central India	2·92	1·97	4·89
Eastern Bengal	1·66	1·14	2·80
Jodhpur	1·41	1·82	3·23
Madras and Southern Mahratta	1·91	1·24	3·15
Mysore State	1·90	0·56	2·46
Nizam's State	2·07	0·94	3·01
Rohilkund and Kumaon	1·21	1·34	2·55
South Indian	1·78	1·24	3·02
Averages			~~0·20~~ 3·20

* Cost per equated engine mile = cost per engine mile × $\frac{20{,}000}{\text{Average Tractive Effort per engine}}$

Correction Slip No. 1.

Page 150. Statement 26(b) - Column 4. -

For 0.18 and 0.20 "Averages" for Broad & Metre gauges, respective

read 2.88 and 3.20, respectively.

By Order

Deputy Director, Railway Board

Class I Railways for the year 1938-39.

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			Railway.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	
5	6	7	8	9	10	11
Rs.	Rs.	Rs	Rs.	Rs.	Rs.	5' 6" GAUGE.
665·5	158·3	823·8	121·6	51·5	173·1	Bengal Nagpur.
826·4	138·5	964·9	91·9	40·4	132·3	Bombay, Baroda & Central India.
514·6	59·3	573·9	70·7	13·6	84·3	Eastern Bengal.
500·4	57·8	558·2	66·0	46·6	112·6	East Indian.
662·4	117·3	779·7	70·4	45·7	116·1	Great Indian Peninsula.
491·8	65·1	556·9	100·6	19·0	119·6	Madras and Southern Mahratta.
548·3	118·2	666·5	58·3	25·3	83·6	Nizam's State.
568·5	63·4	631·9	82·7	36·3	119·0	North-Western.
243·3	40·2	283·5	59·3	11·1	70·4	South Indian.
		649·7			122·6	Averages.
						3' 3⅜" GAUGE.
309·5	38·0	347·5	51·1	10·4	61·5	Assam Bengal.
159·0	74·2	233·2	21·5	22·2	43·7	Bengal and North Western.
368·8	76·6	445·4	56·8	23·7	80·5	Bombay, Baroda & Central India.
409·5	42·1	451·6	45·5	18·9	64·4	Eastern Bengal.
357·6	27·4	385·0	38·2	10·9	49·1	Jodhpur.
255·7	20·4	276·1	37·6	10·6	48·2	Madras and Southern Mahratta.
305·9	21·4	327·3	57·1	8·15	65·3	Mysore State.
500·5	65·2	565·7	56·0	36·0	92·0	Nizam's State
198·9	39·3	238·2	23·9	6·20	30·1	Rohilkund and Kumaon.
137·1	24·3	161·4	21·2	3·68	24·9	South Indian.
		316·2			53·4	Averages.

27 (a).—*Statement of coal consumed on Class I Railways*

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines,	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1937-38*	*Nil*	*882,374*	*Nil*	*Nil*	*882,374*	*Nil*	*109,674*
	1938-39	Nil	909,139	Nil	Nil	909,139	Nil	109,905
Bombay, Baroda and Central India.	*1937-38*	*Nil*	*320,497*	*3,525*	*52*	*324,001*	*Nil*	*18,737*
	1938-39	Nil	321,035	3,173	52	322,398	Nil	18,245
Eastern Bengal	*1937-38*	*Nil*	*303,136*	*Nil*	*Nil*	*303,136*	*Nil*	*†43,038*
	1938-39	Nil	316,297	Nil	Nil	316,297	Nil	44,102
East Indian	*1937-38*	*Nil*	*1,562,671*	*578*	*Nil*	*1,562,902*	*Nil*	*168,329*
	1938-39	Nil	1,646,670	468	Nil	1,646,857	Nil	184,281
Great Indian Peninsula	*1937-38*	*Nil*	*885,450*	*275*	*Nil*	*885,599*	*Nil*	*101,327*
	1938-39	Nil	915,832	290	Nil	915,948	Nil	104,202
Madras and Southern Mahratta	*1937-38*	*Nil*	*322,051*	*1*	*200*	*322,416*	*Nil*	*14,733*
	1938-39	Nil	342,096	3	199	342,460	Nil	15,461
Nizam's State	*1937-38*	*Nil*	*93,160*	*149*	*Nil*	*93,220*	*Nil*	*3,598*
	1938-39	Nil	100,335	159	Nil	100,399	Nil	3,628
North Western	*1937-38*	*Nil*	*1,027,034*	*Nil*	*51,636*	*1,120,918*	*1*	*95,360*
	1938-39	Nil	1,035,829	Nil	42,943	1,113,907	Nil	94,055
South Indian	*1937-38*	*Nil*	*114,574*	*209*	*Nil*	*114,657*	*Nil*	*1,636*
	1938-39	Nil	118,165	230	Nil	118,257	Nil	1,663
Total 5′ 6″ Gauge	*1937-38*	*Nil*	*5,516,977*	*4,737*	*51,888*	*5,613,214*	*1*	*†556,432*
	1938-39	Nil	5,705,398	4,323	43,194	5,785,662	*Nil*	575,542
3′ 3¾″ Gauge.								
Assam Bengal	*1937-38*	*Nil*	*111,350*	*Nil*	*Nil*	*111,350*	*Nil*	*11,182*
	1938-39	Nil	126,979	Nil	Nil	126,979	Nil	9,525
Bengal and North Western	*1937-38*	*Nil*	*208,772*	*Nil*	*Nil*	*208,772*	*Nil*	*53,298*
	1938-39	Nil	210,563	Nil	Nil	210,563	Nil	58,676
Bombay, Baroda and Central India.	*1937-38*	*Nil*	*257,697*	*3,337*	*Nil*	*259,032*	*Nil*	*20,261*
	1938-39	Nil	272,410	3,198	Nil	273,689	Nil	19,988
Eastern Bengal	*1937-38*	*Nil*	*139,459*	*Nil*	*Nil*	*139,459*	*Nil*	*†18,312*
	1938-39	Nil	143,321	Nil	Nil	143,321	Nil	19,738

† Revised figures.

* 2½ tons of wood = 0·55 ton of oil fuel =

during the years 1937-38 and 1938-39.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED (TONS).					
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Railway.
10	11	12	13	14	15	16	17	18
								5' 6" GAUGE.
Nil	*Nil*	*109,674*	*Nil*	*992,048*	*Nil*	*Nil*	*992,048*	Bengal Nagpur.
Nil	Nil	109,905	Nil	1,019,044	Nil	Nil	1,019,044	
970	*Nil*	*19,125*	*Nil*	*345,234*	*4,495*	*52*	*347,126*	Bombay, Baroda and Central India.
985	Nil	18,639	Nil	339,280	4,158	52	341,037	
Nil	*Nil*	*†43,038*	*Nil*	*†346,174*	*Nil*	*Nil*	*†346,174*	Eastern Bengal.
Nil	Nil	44,102	Nil	360,399	Nil	Nil	360,399	
1,210	*955*	*170,549*	*Nil*	*1,731,000*	*1,788*	*955*	*1,733,451*	East Indian.
1,363	975	186,599	Nil	1,830,951	1,831	975	1,833,456	
Nil	*176*	*101,647*	*Nil*	*986,807*	*275*	*176*	*987,237*	Great Indian Peninsula.
Nil	Nil	104,202	Nil	1,020,034	290	Nil	1,020,150	
16	*670*	*15,957*	*Nil*	*336,784*	*17*	*870*	*338,373*	Madras and Southern Mahratta.
14	569	16,501	*Nil*	357,557	17	768	358,961	
20	*Nil*	*3,606*	*Nil*	*96,758*	*169*	*Nil*	*96,826*	Nizam's State.
23	Nil	3,637	Nil	103,963	182	Nil	104,036	
Nil	*6,303*	*106,821*	*1*	*1,122,394*	*Nil*	*97,939*	*1,227,739*	North Western.
Nil	6,506	105,884	Nil	1,129,884	Nil	49,449	1,219,791	
Nil	*Nil*	*1,636*	*Nil*	*116,210*	*209*	*Nil*	*116,293*	South Indian.
Nil	Nil	1,663	Nil	119,828	230	Nil	119,920	
2,216	*8,104*	*†572,053*	*1*	*†6,073,409*	*6,953*	*59,992*	*†6,185,267*	Total 5' 6" Gauge.
2,385	8,050	591,132	Nil	6,280,940	6,708	51,244	6,376,794	
								3' 3¾" GAUGE.
Nil	*356*	*11,829*	*Nil*	*122,532*	*Nil*	*356*	*123,179*	Assam Bengal.
Nil	440	10,325	Nil	136,504	Nil	440	137,304	
Nil	*Nil*	*58,293*	*Nil*	*267,070*	*Nil*	*Nil*	*267,070*	Bengal and North Western.
Nil	Nil	58,676	Nil	269,239	Nil	Nil	269,239	
218	*Nil*	*20,349*	*Nil*	*277,958*	*3,555*	*Nil*	*279,381*	Bombay, Baroda and Central India.
205	Nil	20,070	Nil	292 398	3 403	Nil	293,759	
Nil	*Nil*	*†18,312*	*Nil*	*†157,771*	*Nil*	*Nil*	*†157,771*	Eastern Bengal.
Nil	Nil	19,738	Nil	163,059	Nil	Nil	163,059	

* 1 ton of coal.
† 1 ton of coal.

27 (a).—Statement of coal consumed on Class I Railways

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3′ 3½″ Gauge—*concld.*								
Jodhpur	*1937-38*	*Nil*	*57,725*	*252*	*Nil*	*57,826*	*Nil*	*4,018*
	1938-39	Nil	59,295	249	Nil	59,395	Nil	3,843
Madras and Southern Mahratta	*1937-38*	*Nil*	*199,440*	*Nil*	*8*	*199,454*	*Nil*	*10,457*
	1938-39	Nil	193,011	Nil	7	193,024	Nil	8,920
Mysore State	*1937-38*	§	§	§	§	§	§	§
	1938-39	Nil	64,163	*Nil*	*Nil*	64,163	Nil	1,286
Nizam's State	*1937-38*	*Nil*	*51,765*	*128*	*Nil*	*51,816*	*Nil*	*2,374*
	1938-39	Nil	54,430	119	Nil	54,478	Nil	2,470
Rohilkund and Kumaon	*1937-38*	*Nil*	*47,469*	*Nil*	*Nil*	*47,469*	*Nil*	*7,353*
	1938-39	Nil	53,721	Nil	Nil	53,721	Nil	4,910
South Indian	*1937-38*	*Nil*	*178,056*	*421*	*Nil*	*178,224*	*Nil*	*12,450*
	1938-39	Nil	185,261	396	Nil	185,420	Nil	11,422
Total 3′ 3½″ Gauge	*1937-38*††	*Nil*	*1,251,733*	*4,138*	*8*	*1,253,402*	*Nil*	*†144,705*
	1938-39	Nil	1,363,154	3,962	7	1,364,753	Nil	140,778
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1937-38*	*Nil*	*68,906*	*Nil*	*Nil*	*68,906*	*Nil*	*9,822*
	1938-39	Nil	75,014	Nil	Nil	75,014	Nil	9,796
Bombay, Baroda and Central India.	*1937-38*	*Nil*	*9,560*	*150*	*Nil*	*9,560*	*Nil*	*6*
	1938-39	Nil	9,170	145	Nil	9,228	Nil	9
Eastern Bengal	*1937-38*	*Nil*	*1,920*	*Nil*	*Nil*	*1,920*	*Nil*	*†23*
	1938-39	Nil	2,007	Nil	Nil	2,007	Nil	27
Great Indian Peninsula	*1937-38*	*Nil*	*13,535*	*Nil*	*23*	*13,577*	*Nil*	*521*
	1938-39	Nil	13,220	Nil	18	13,253	Nil	432
Mysore State	*1937-38*	§	§	§	§	§	§	§
	1938-39	Nil	4,066	*Nil*	Nil	4,066	..	..
North-Western	*1937-38*	*Nil*	*39,540*	*Nil*	*Nil*	*39,540*	*Nil*	*3,462*
	1938-39	Nil	35,301	Nil	Nil	35,301	Nil	3,632
South Indian	*1937-38*	*Nil*	*4,014*	*8*	*Nil*	*4,017*	*Nil*	*24*
	1938-39	Nil	3,090	11	Nil	3,094	Nil	24
Total 2′ 6″ & 2′ 0″ Gauges	*1937-38*††	*Nil*	*137,416*	*158*	*23*	*137,520*	*Nil*	*†13,358*
	1938-39	Nil	141,868	156	18	141,963	Nil	13,920
Total Class I Railways	*1937-38*††	*Nil*	*6,906,125*	*9,032*	*51,919*	*7,004,136*	*1*	*†714,995*
	1938-39	Nil	7,210,420	8,441	43,219	7,292,378	*Nil*	730,240

* 2½ tons of wood = 0·55 ton of oil fuel =

†Revised figures. ††Excludes Mysore Railway figures. § Included under Class II Railways.

during the years 1937-38 and 1938-39—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Railway.
10	11	12	13	14	15	16	17	18
								3′ 3¾″ GAUGE—*concld.*
Nil	*Nil*	*4,018*	*Nil*	*61,743*	*252*	*Nil*	*61,844*	Jodhpur.
Nil	Nil	3,843	Nil	63,138	249	Nil	63,238	
Nil	*867*	*12,016*	*Nil*	*209,897*	*Nil*	*865*	*211,470*	Madras and Southern Mahratta.
Nil	862	10,487	Nil	201,931	Nil	869	203,511	
§	§	§	§	§	§	§	§	Mysore State.
Nil	Nil	1,286	*Nil*	65,449	*Nil*	Nil	65,449	
10	*Nil*	*2,378*	*Nil*	*54,139*	*138*	*Nil*	*54,194*	Nizam's State.
11	Nil	2,474	Nil	56,900	130	Nil	56,952	
Nil	*Nil*	*7,353*	*Nil*	*54,822*	*Nil*	*Nil*	*54,822*	Rohilkund and Kumaon.
Nil	Nil	4,910	Nil	58,631	Nil	Nil	58,631	
Nil	*2,320*	*16,668*	*Nil*	*190,506*	*421*	*2,320*	*194,892*	South Indian.
Nil	2,312	15,625	Nil	196,683	396	2,312	201,045	
228	*3,533*	†*151,221*	*Nil*	†*1,396,438*	*4,366*	*3,541*	†*1,404,623*	Total 3′ 3¾″ Gauge.
216	3,614	147,434	Nil	1,503,932	4,178	3,621	1,512,187	
								2′ 6″ AND 2′ 0″ GAUGES.
Nil	*Nil*	*9,822*	*Nil*	*78,728*	*Nil*	*Nil*	*78,728*	Bengal Nagpur.
Nil	Nil	9,796	Nil	84,810	Nil	Nil	84,810	
Nil	*Nil*	*6*	*Nil*	*9,506*	*150*	*Nil*	*9,566*	Bombay, Baroda and Central India.
Nil	Nil	9	Nil	9,179	145	Nil	9,237	
Nil	*Nil*	†*23*	*Nil*	†*1,943*	*Nil*	*Nil*	†*1,943*	Eastern Bengal.
Nil	Nil	27	Nil	2,034	Nil	Nil	2,034	
Nil	*4*	*523*	*Nil*	*14,056*	*Nil*	*27*	*14,105*	Great Indian Peninsula.
Nil	*Nil*	432	Nil	13,652	Nil	18	13,685	
§	§	§	§	§	§	§	§	Mysore State.
..	..	..	..	4,066	..	..	4,066	
Nil	*Nil*	*3,462*	*Nil*	*43,002*	*Nil*	*Nil*	*43,002*	North Western.
Nil	Nil	3,632	Nil	38,933	Nil	Nil	38,933	
Nil	*Nil*	*24*	*Nil*	*4,038*	*8*	*Nil*	*4,041*	South Indian.
Nil	Nil	24	Nil	3,114	11	Nil	3,118	
Nil	*4*	†*13,866*	*Nil*	†*151,273*	*158*	*27*	†*151,335*	Total 2′ 6″ & 2′ 0″ Gauges.
Nil	*Nil*	13,920	Nil	155,788	156	18	155,883	
2,444	*11,641*	†*737,139*	*1*	†*7,621,120*	*11,477*	*63,560*	†*7,741,275*	TOTAL CLASS I RAILWAYS.
2,601	11,664	752,486	*Nil*	7,940,660	11,042	54,883	8,044,864	

1 ton of coal.
1 ton of coal.

27 (a).—Statement of Coal consumed on Class I Railways during the years 1937-38 and 1938-39 —contd.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5' 6" Gauge.									
Bengal Nagpur	*1937-38*	*Nil*	*2·56*	*Nil*	*Nil*	*Nil*	*5·20*	*Nil*	*Nil*
	1938-39	Nil	3·09	Nil	Nil	Nil	5·68	Nil	Nil
Bombay, Baroda and Central India	*1937-38*	*Nil*	*2·67*	*3·69*	*51·0*	*Nil*	*12·8*	*5·38*	*51·1*
	1938-39	Nil	3·26	3·70	55·6	Nil	13·5	5·15	55·6
Eastern Bengal	*1937-38*	*Nil*	*2·80*	*Nil*	*Nil*	*Nil*	*7·17*	*Nil*	*Nil*
	1938-39	Nil	3·23	Nil	Nil	Nil	8·51	Nil	Nil
East Indian	*1937-38*	*Nil*	*3·46*	*12·6*	*79·4*	*Nil*	*6·98*	*12·6*	*79·5*
	1938-39	Nil	3·42	9·25	74·8	Nil	6·93	9·29	75·2
Great Indian Peninsula	*1937-38*	*Nil*	*3·63*	*6·79*	*36·1*	*Nil*	*8·96*	*6·79*	*42·2*
	1938-39	Nil	4·46	5·75	*Nil*	Nil	9·51	5·75	*Nil*
Madras and Southern Mahratta	*1937-38*	*Nil*	*3·90*	*Nil*	*60·1*	*Nil*	*12·5*	*Nil*	*61·4*
	1938-39	Nil	3·96	Nil	65·7	Nil	12·5	*Nil*	67·0
Nizam's State	*1937-38*	*Nil*	*4·09*	*6·00*	*Nil*	*Nil*	*5·62*	*6·46*	*Nil*
	1938-39	Nil	4·25	6·00	Nil	Nil	5·88	6·35	Nil
North Western	*1937-38*	*Nil*	*3·05*	*Nil*	*17·3*	*Nil*	*15·5*	*Nil*	*23·8*
	1938-39	Nil	3·86	Nil	17·3	Nil	16·0	Nil	23·8
South Indian	*1937-38*	*Nil*	*3·95*	*2·23*	*Nil*	*Nil*	*17·6*	*2·23*	*Nil*
	1938-39	Nil	4·72	2·20	Nil	Nil	19·1	2·20	Nil
3' 3¾" Gauge.									
Assam Bengal	*1937-38*	*Nil*	*6·03*	*Nil*	*38·5*	*Nil*	*12·1*	*Nil*	*42·0*
	1938-39	Nil	7·47	Nil	38·5	Nil	14·0	Nil	41·6
Bengal and North Western	*1937-38*	*Nil*	*3·03*	*Nil*	*Nil*	*Nil*	*9·73*	*Nil*	*Nil*
	1938-39	Nil	4·85	Nil	Nil	Nil	11·8	Nil	Nil
Bombay, Baroda and Central India	*1937-38*	*Nil*	*2·58*	*4·40*	*Nil*	*Nil*	*13·2*	*4·94*	*Nil*
	1938-39	Nil	3·68	4·40	Nil	Nil	14·3	4·94	Nil

27 (a).—Statement of Coal consumed on Class I Railways during the years 1937-38 and 1938-39 —concld.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3′ 3½″ Gauge—*concld.*									
Eastern Bengal	*1937-38*	*Nil*	*2·80*	*Nil*	*Nil*	*Nil*	*9·17*	*Nil*	*Nil*
	1938-39	Nil	3·23	Nil	Nil	Nil	9·66	Nil	Nil
Jodhpur	*1937-38*	*Nil*	*2·71*	*5·88*	*Nil*	*Nil*	*14·9*	*5·88*	*Nil*
	1938-39	Nil	4·47	5·38	Nil	Nil	16·6	5·38	Nil
Madras and Southern Mahratta	*1937-38*	*Nil*	*5·26*	*Nil*	*50·7*	*Nil*	*14·8*	*Nil*	*52·7*
	1938-39	Nil	4·81	Nil	55·0	Nil	15·1	Nil	56·9
Mysore State	*1937-38*	*	*	*	*	*	*	*	*
	1938-39	*Nil*	4·87	*Nil*	*Nil*	*Nil*	15·3	*Nil*	*Nil*
Nizam's State	*1937-38*	*Nil*	*4·09*	*6·00*	*Nil*	*Nil*	*8·80*	*6·46*	*Nil*
	1938-39	Nil	4·25	6·00	Nil	Nil	8·96	6·35	Nil
Rohilkund and Kumaon	*1937-38*	*Nil*	*4·85*	*Nil*	*Nil*	*Nil*	*8·61*	*Nil*	*Nil*
	1938-39	Nil	4·72	Nil	Nil	Nil	13·3	Nil	Nil
South Indian	*1937-38*	*Nil*	*3·95*	*2·23*	*50·3*	*Nil*	*18·0*	*2·23*	*53·5*
	1938-39	Nil	4·72	2·20	55·0	Nil	19·9	2·20	57·2
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	*1937-38*	*Nil*	*3·46*	*Nil*	*Nil*	*Nil*	*5·11*	*Nil*	*Nil*
	1938-39	Nil	4·11	Nil	Nil	Nil	5·85	Nil	Nil
Bombay, Baroda and Central India	*1937-38*	*Nil*	*2·72*	*3·69*	*Nil*	*Nil*	*12·3*	*3·69*	*Nil*
	1938-39	Nil	2·67	3·70	Nil	Nil	12·4	3·70	Nil
Eastern Bengal	*1937-38*	*Nil*	*2·80*	*Nil*	*Nil*	*Nil*	*8·35*	*Nil*	*Nil*
	1938-39	Nil	3·23	Nil	Nil	Nil	7·55	Nil	Nil
Great Indian Peninsula	*1937-38*	*Nil*	*3·81*	*Nil*	*76·7*	*Nil*	*7·93*	*Nil*	*81·3*
	1938-39	Nil	4·12	Nil	118·6	Nil	8·41	Nil	121·2
Mysore State	*1937-38*	*	*	*	*	*	*	*	*
	1938-39	*Nil*	4·87	*Nil*	*Nil*	*Nil*	14·5	*Nil*	*Nil*
North Western	*1937-38*	*Nil*	*3·05*	*Nil*	*Nil*	*Nil*	*19·3*	*Nil*	*Nil*
	1938-39	Nil	3·86	Nil	Nil	Nil	20·1	Nil	Nil
South Indian	*1937-38*	*Nil*	*3·95*	*2·23*	*Nil*	*Nil*	*15·8*	*2·23*	*Nil*
	1938-39	Nil	4·72	2·20	Nil	Nil	17·5	2·20	Nil

* Included under Class II Railways.

27 (b).—*Statement of Coal* Consumption, by various services, on Class I Railways for the years 1937-38 and 1938-39.*

Railway.	Year.	Passenger and Total Mixed.	Rail-cars Steam pro-pelled.	Rail-cars Inter-nal com-bustion engines pro-pelled.	Passen-ger and propor-tion of Mixed.	Goods.	Goods and pro-por-tion of Mixed.	Shunting in-cluding siding all services.		Locos. on Misc. servic-es.	Depart-mental.	Total tons used on all Locomotive services. Cols. 3+4 +5+7+9 +11+12.	Fuel consumed for other than Loco-motive purposes.			
		Total tons consumed.	Total tons con-sumed.	Total tons con-sumed.	Lbs. con-sumed per 1,000 gross ton miles.	Total tons consum-ed.	Lbs. con-sumed per 1,000 gross ton miles.	Total tons consum-ed.	Lbs. per en-gine mile.	Total tons con-sumed.	Total tons consum-ed.		Water pumping Stations.	Electric Generat-ing Stations.	Miscel-laneous purposes.	Total. (columns 14+15 +16.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" Gauge.																
Bengal Nagpur	*1937-38*	*230,937*	*137*	*Nil*	*199·8*	*535,488*	*167·5*	*89,682*	*64·2*	*4,176*	*21,954*	*882,374*	*33,426*	*31,451*	*44,797*	*109,674*
	1938-39	232,787	242	Nil	195·5	551,433	172·4	95,584	66·2	4,251	24,842	909,139	35,973	30,109	43,823	109,905
Bombay, Baroda and Central India.	*1937-38*	*153,533*	*Nil*	*Nil*	*178·2*	*123,684*	*115·9*	*36,127*	*78·0*	*Nil*	*14,657*	*328,001*	*10,960*	*1,771*	*6,404*	*19,125*
	1938-39	154,206	Nil	Nil	174·9	120,155	113·9	31,081	69·0	193	16,763	322,398	9,927	1,879	6,833	18,639
Eastern Bengal	*1937-38*	*174,928*	*Nil*	*Nil*	*178·7*	*66,127*	*129·2*	*31,626*	*53·2*	*17,636*	*12,819*	*303,136*	*5,788*	*11,380*	*25,870* (a)	*43,038* (a)
	1938-39	174,530	Nil	Nil	191·0	71,841	133·1	33,237	54·0	20,090	16,599	316,297	5,922	10,988	27,192	44,102
East Indian	*1937-38*	*562,915*	*2*	*Nil*	*178·3*	*766,456*	*114·5*	*170,631*	*59·2*	*3,830*	*59,068*	*1,562,902*	*39,761*	*58,219*	*72,569*	*170,549*
	1938-39	583,630	42	Nil	182·1	806,724	124·4	184,717	61·1	3,980	67,764	1,646,857	42,949	63,161	80,489	186,599
Great Indian Peninsula.	*1937-38*	*326,066*	*Nil*	*Nil*	*172·8*	*449,366*	*163·7*	*85,660*	*83·3*	*6,135*	*18,363*	*885,590*	*27,468*	*59,224*	*14,955*	*101,647*
	1938-39	344,795	Nil	Nil	176·1	458,412	166·1	85,425	83·5	5,945	21,371	915,948	27,597	61,074	15,531	104,202
Madras and Southern Mahratta.	*1937-38*	*140,969*	*Nil*	*328*	*182·7*	*141,138*	*136·1*	*28,664*	*76·6*	*3,903*	*7,414*	*322,416*	*5,388*	*1,218*	*9,351*	*15,957*
	1938-39	141,076	Nil	327	183·3	159,821	145·7	30,188	78·7	4,306	6,742	342,460	5,314	1,034	10,153	16,501
Nizam's State	*1937-38*	*38,787*	*Nil*	*Nil*	*178·1*	*43,429*	*135·0*	*6,504*	*70·2*	*Nil*	*4,500*	*93,220*	*2,683*	*Nil*	*1,023*	*3,606*
	1938-39	40,403	Nil	Nil	182·0	48,041	141·8	6,377	67·4	Nil	5,578	100,399	2,686	Nil	951	3,637
North Western	*1937-38*	*511,735*	*951*	*Nil*	*169·8*	*426,811*	*136·5*	*136,311*	*91·1*	*6,907*	*39,203*	*1,120,918*	*13,729*	*3,388*	*89,704*	*106,821*
	1938-39	507,051	1,039	Nil	172·2	429,468	140·5	134,710	90·0	Nil	41,639	1,113,907	12,038	3,520	90,326	105,884
South Indian	*1937-38*	*76,309*	*Nil*	*Nil*	*174·1*	*30,687*	*112·5*	*4,099*	*46·5*	*263*	*3,299*	*114,657*	*697*	*Nil*	*939*	*1,636*
	1938-39	78,232	Nil	Nil	176·6	31,617	109·3	4,303	48·3	275	3,830	118,257	733	Nil	930	1,663
Total 5' 6" Gauge.	*1937-38*	*2,216,179*	*1,090*	*328*	*177·6*	*2,583,186*	*136·1*	*589,304*	*69·9*	*41,850*	*181,277*	*5,613,214*	*139,790*	*166,651*	*265,612* (a)	*572,053* (a)
	1938-39	2,256,710	1,323	327	180·2	2,679,512	142·4	605,622	60·3	39,040	205,128	5,785,662	143,139	171,765	276,228	591,132
3' 3½" Gauge.																
Assam Bengal	*1937-38*	*73,779*	*Nil*	*Nil*	*169·2*	*17,698*	*141·5*	*13,522*	*38·1*	*1,982*	*4,369*	*111,350*	*1,510*	*5,207*	*5,112*	*11,829*
	1938-39	82,075	Nil	Nil	167·9	24,780	149·5	14,062	39·2	1,965	4,097	126,979	1,334	5,570	3,421	10,325
Bengal and North Western.	*1937-38*	*107,837*	*Nil*	*Nil*	*169·7*	*69,284*	*121·3*	*15,422*	*22·6*	*3,089*	*13,130*	*208,772*	*2,788*	*5,788*	*42,722*	*51,298*
	1938-39	111,793	Nil	Nil	195·2	65,958	122·5	16,115	23·8	3,106	13,591	210,563	10,112	5,913	42,651	58,676
Bombay, Baroda and Central India.	*1937-38*	*133,337*	*501*	*Nil*	*222·2*	*94,957*	*144·1*	*22,532*	*44 6*	*Nil*	*7,705*	*259,032*	*5,307*	*4,483*	*10,559*	*20,349*
	1938-39	139,190	511	Nil	229·3	103,992	157·8	23,365	43·9	Nil	7,531	273,689	5,041	4,505	10,524	20,070
Eastern Bengal	*1937-38*	*68,011*	*63*	*Nil*	*157·6*	*37,551*	*133·5*	*16,201*	*43·9*	*13,453*	*4,175*	*139,459*	*3,702*	*Nil*	*14,610* (a)	*18,312* (a)
	1938-39	67,387	354	Nil	158·9	38,139	130·9	17,504	44·2	13,719	6,218	142,321	3,863	Nil	15,875	19,738

* Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.
(a) Revised figures.

27 (b).—*Statement of Coal* Consumption, by various services, on* **Class I Railways** *for the years 1937-38 and 1938-39*—concld.

Railway.	Year.	Passenger and Total Mixed.	Rail-cars Steam propelled.	Rail-cars Internal combustion engines propelled.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Locos. on Misc. services.	Departmental.	Total tons used on all Locomotive services. Cols. 3+4+5+7+9+11+12	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Total tons consumed.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric generating Stations.	Miscellaneous purposes.	Total. (columns 14+15+16).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
3′ 3½″ Gauge—*concld.*																
Jodhpur	*1937-38*	*31,605*	*Nil*	*Nil*	*156·0*	*19,533*	*149·0*	*2,700*	*28·1*	*1,298*	*2,690*	*57,826*	*1,474*	*Nil*	*2,544*	*4,018*
	1938-39	34,377	Nil	Nil	169·6	17,378	154·1	2,712	30·0	1,513	3,415	59,395	1,533	Nil	2,310	3,843
Madras and Southern Mahratta.	*1937-38*	*96,302*	*Nil*	*Nil*	*197·7*	*80,324*	*178·1*	*16,222*	*44·0*	*2,013*	*4,593*	*199,454*	*4,236*	*1,559*	*6,221*	*12,016*
	1938-39	90,132	Nil	Nil	198·9	80,810	182·6	16,810	46·6	1,936	3,336	193,024	3,096	1,567	5,224	10,487
Mysore State	*1937-38*	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
	1938-39	33,658	Nil	Nil	263·4	23,544	197·3	6,373	36·0	Nil	588	64,163	1,286	Nil	Nil	1,286
Nizam's State	*1937-38*	*27,504*	*57*	*Nil*	*259·7*	*17,778*	*173·3*	*4,102*	*70·3*	*Nil*	*2,375*	*51,816*	*1,548*	*Nil*	*830*	*2,378*
	1938-39	30,866	157	Nil	281·2	16,322	163·9	4,606	79·3	Nil	2,527	54,478	1,614	Nil	860	2,474
Rohilkund and Kumaon.	*1937-38*	*26,774*	*Nil*	*Nil*	*252·2*	*14,087*	*154·0*	*3,758*	*25·9*	*Nil* (b)	*2,850*	*47,469*	*2,461*	*1,360*	*3,532*	*7,353*
	1938-39	27,353	Nil	Nil	245·7	15,899	172·1	4,724	27·9	3,316	2,429	53,721	2,802	1,680	428	4,910
South Indian	*1937-38*	*124,041*	*Nil*	*Nil*	*190·9*	*40,351*	*113·2*	*6,681*	*34·6*	*313*	*6,338*	*178,224*	*2,176*	*7,171*	*7,321*	*16,668*
	1938-39	130,070	Nil	Nil	193·0	41,712	116·5	6,871	35·7	376	6,391	185,420	1,770	6,448	7,407	15,625
Total 3′ 3½″ Gauge.	*1937-38*	*689,190*	*626*	*Nil*	*192·6*	*391,563*	*142·4*	*101,150*	*31·1*	*22,148*	*48,725*	*1,253,402*	*32,202*	*25,568*	(a) *93,451*	(a) *151,221*
	1938-39	746,901	1,022	Nil	200·1	427,634	149·4	113,142	37·7	25,931	50,123	1,364,753	33,051	25,683	88,700	147,434
2′ 6″ and 2′ 0″ Gauges.																
Bengal Nagpur	*1937-38*	*41,599*	*217*	*Nil*	*413·9*	*18,601*	*365·4*	*6,409*		*193*	*1,887*	*6,8906*	*6,774*	*230*	*2,818*	*9,822*
	1938-39	45,326	350	Nil	433·1	20,258	397·2	7,048		199	1,833	75,014	6,835	157	2,754	9,796
Bombay, Baroda and Central India.	*1937-38*	*8,908*	*Nil*	*Nil*	*532·0*	*199*	*438·6*	*Nil*		*Nil*	*453*	*9,560*	*Nil*	*Nil*	*6*	*6*
	1938-39	8,599	Nil	Nil	510·2	38	416·2	Nil		Nil	591	9,228	Nil	Nil	9	9
Eastern Bengal	*1937-38*	*1,782*	*Nil*	*Nil*	*544·7*	*Nil*	*629·0*	*Nil*		*137*	*1*	*1,920*	*Nil*	*Nil*	(a) *23*	(a) *23*
	1938-39	1,785	Nil	Nil	531·9	Nil	585·0	Nil		157	65	2,007	Nil	Nil	27	7
Great Indian Peninsula.	*1937-38*	*12,552*	*Nil*	*42*	*537·5*	*17*	*526·2*	*487*	Not published.	*Nil*	*479*	*13,577*	*523*	*Nil*	*Nil*	*523*
	1938-39	12,632	Nil	33	495·3	Nil	492·3	455		Nil	133	13,253	428	Nil	4	432
Mysore State	*1937-38*	†	†	†	†	†	†	†		†	†	†	†	†	†	†
	1938-39	2,781	Nil	Nil	336·4	1,202	321·8	Nil		Nil	83	4,066	Nil	Nil	Nil	Nil
North Western	*1937-38*	*19,412*	*403*	*Nil*	*376·3*	*14,767*	*468·3*	*3,713*		*257*	*983*	*39,540*	*1,206*	*Nil*	*2,256*	*3,462*
	1938-39	19,746	273	Nil	391·7	11,932	436·2	2,466		Nil	884	35,301	826	Nil	2,806	3,632
South Indian	*1937-38*	*3,975*	*Nil*	*Nil*	*322·6*	*19*	*240·0*	*Nil*		*Nil*	*23*	*4,017*	*18*	*Nil*	*6*	*24*
	1938-39	3,045	Nil	Nil	353·4	Nil	292·2	Nil		Nil	49	3,094	18	Nil	6	24
Total 2′ 6″ & 2′ 0″ Gauges.	*1937-38*	*88,228*	*620*	*42*	*421·9*	*33,603*	*413·5*	*10,614*		*587*	*3,826*	*137,520*	*8,526*	*230*	(a)*5,109*	(a)*13,866*
	1938-39	93,914	623	33	430·3	33,430	422·6	9,969		356	3,638	141,963	8,157	157	5,606	13,920
Total, Class I Railways.	*1937-38*	*2,993,597*	*2,336*	*370*	*193·2*	*3,008,352*	*138·7*	*701,068*		*64,585*	*233,823*	*7,004,136*	*180,518*	*192,449*	(a) *364,172*	(a) *737,139*
	1938-39	3,097,525	2,968	360	187·1	3,138,576	145·1	728,733		65,327	253,889	7,292,378	184,347	197,605	370,534	752,486

* *Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood, @ 2½ tons of wood = 1 ton of coal.*

† Included under class II Railways.

(a) Revised Figures

(b) Included in col. 16.

28.—*Efficiency Statistic of Class I Railways for the years 1937-38 and 1938-39.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train engine hour (excludin weight of engine and departmental).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal Nagpur	*1937-38*	*553*	*196*	*1,960*	*4,532*	*9,967*
	1938-39	528	191	1,843	4,315	9,560
Bombay, Baroda and Central India	*1937-38*	*668*	*250*	*2,206*	*5,424*	*10,828*
	1938-39	663	247	2,126	5,332	10,695
Eastern Bengal	*1937-38*	*375*	*147*	*981*	*3,417*	*7,093*
	1938-39	366	140	960	3,499	7,171
East Indian	*1937-38*	*748*	*227*	*2,206*	*5,064*	*9,748*
	1938-39	691	208	1,967	4,674	8,846
Great Indian Peninsula	*1937-38*	*732*	*270*	*2,302*	*5,735*	*11,786*
	1938-39	714	262	2,168	5,554	11,245
Madras and Southern Mahratta	*1937-38*	*737*	*229*	*1,786*	*4,727*	*9,026*
	1938-39	718	215	1,692	4,422	8,278
Nizam's State	*1937-38*	*768*	*225*	*2,000*	*4,977*	*9,759*
	1938-39	777	210	1,842	4,692	9,241
North Western	*1937-38*	*766*	*242*	*1,807*	*4,813*	*8,395*
	1938-39	745	237	1,718	4,649	8,239
South Indian	*1937-38*	*476*	*155*	*1,275*	*3,443*	*7,575*
	1938-39	518	160	1,293	3,531	7,660
Average for 5′ 6″ gauge.	*1937-38*	*680*	*227*	*2,001*	*4,902*	*9,670*
	1938-39	651	215	1,854	4,657	9,134
3′ 3⅜″ Gauge.						
Assam Bengal	*1937-38*	*449*	*158*	*710*	*2,106*	*3,724*
	1938-39	521	168	750	2,261	3,733
Bengal and North Western	*1937-38*	*342*	*154*	*826*	*1,955*	*4,399*
	1938-39	329	151	800	1,901	4,426
Bombay, Baroda and Central India	*1937-38*	*747*	*241*	*1,240*	*2,816*	*5,104*
	1938-39	717	227	1,056	2,548	4,447
Eastern Bengal	*1937-38*	*493*	*210*	*797*	*2,479*	*4,782*
	1938-39	459	193	770	2,470	4,843
Jodhpur	*1937-38*	*768*	*199*	*800*	*2,081*	*4,127*
	1938-39	757	191	784	2,062	4,060
Madras and Southern Mahratta	*1937-38*	*606*	*168*	*793*	*2,249*	*3,353*
	1938-39	580	162	777	2,173	3,283
Mysore State	*1937-38*	†	†	†	†	†
	1938-39	707	166	824	2,493	2,565
Nizam's State	*1937-38*	*713*	*152*	*852*	*2,172*	*4,410*
	1938-39	660	154	864	2,249	4,782
Rohilkund and Kumaon	*1937-38*	*352*	*123*	*609*	*1,581*	*3,089*
	1938-39	281	116	598	1,485	3,145
South Indian.	*1937-38*	*577*	*168*	*742*	*2,155*	*4,196*
	1938-39	601	180	749	2,241	4,282
Average for 3′ 3⅜″ gauge	*1937-38*§	*521*	*180*	*859*	*2,237*	*4,204*
	1938-39	512	176	822	2,204	4,036
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	*1937-38*	*349*	*126*	*329*	*1,133*	*1,706*
	1938-39	336	122	301	1,072	1,636
Bombay, Baroda and Central India	*1937-38*	*262*	*95*	*262*	*617*	*933*
	1938-39	267	94	245	581	890
Eastern Bengal	*1937-38*	**38,688*	*30*	*43*	*156*	*501*
	1938-39	*Nil	16	24	237	493
Great Indian Peninsula	*1937-38*	*445*	*109*	*249*	*1,128*	*1,135*
	1938-39	551	130	309	1,236	1,226
Mysore State	*1937-38*	†	†	†	†	†
	1938-39	2,290	100	260	909	822
North Western	*1937-38*	*465*	*99*	*238*	*933*	*1,017*
	1938-39	470	95	226	894	956
South Indian	*1937-38*	*631*	*108*	*221*	*877*	*1,013*
	1938-39	595	89	167	710	813

* Shunting operations generally performed by hand. There was only one shunting engine hour during 1937-38.
† Included under Class II Railways.
§ Excludes figures of Mysore State Railway.

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR THE YEAR 1938-39 (IN HUNDREDS).

29.—*Statement of Principal Commodities carried by Class I*

Railway.	I.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	5,678,3	6,254,6	1,49,08,7	1,244,0	1,389,8	50,58,9	6,922,3	7,644,4	1,99,67.6	3,7	4,7	84,4
Bombay, Baroda and Central India.	3	915,6	41,29,9	..	24,0	3,37,2	3	939,6	44,67,1	27,9	27,9	5,42,9
Eastern Bengal	8,8	1,407,2	29,78,4	..	120,5	4,69,7	8,8	1,527,7	34,48,1	25,4	25,4	1,58,5
East Indian	8,975,5	9,919,0	4,03,66,9	2,575,8	2,782,9	1,73,43,0	11,551,3	12,701,9	5,77,09,9	2,0	6,2	1,52,4
Great Indian Peninsula	817,1	1,815,0	75,03,0	1,5	359,9	18,04,4	818,6	2,174,9	93,07,4	39,6	39,7	6,65,8
Madras and Southern Mahratta.	47,3	254,8	11,06,4	..	395,4	24,12,8	47,3	650,2	35,19,2	16,2	16,3	3,36,2
Nizam's State	478,4	500,5	21,87,3	455,3	455,3	11,77,7	933,7	955,8	33,65,0	1	2,5	48,9
North Western	101,3	1,277.7	38,17,4	8	8	3	102,1	1,278,5	38,17,7	59,3	59,3	12,74,2
South Indian	22,4	25,8	2,08,7	..	..	..	22,4	25,8	2,08,7	4	4	14,4
Total	16,129,4	22,370,2		4,277,4	5,528,6		20,406,8	27,898,8		174,6	182,4	
3′ 3⅜″ GAUGE.												
Assam Bengal	26,5	141,2	3,91,2	1,7	9,7	28,3	28,2	150,9	4,19,5	2,6	4,0	25,7
Bengal and North Western.	7,9	351,2	10,74,4	3	3	1	8,2	351,5	10,74,5	..	..	1
Bombay, Baroda and Central India.	8	324,1	*	..	108,9	*	8	433,0	*	1,6	8,4	*
Eastern Bengal	9	328,4	*	1	99,6	*	1,0	428,0	*	1	6,0	*
Jodhpur	3	18,3	48,0	1	4,9	4,7	4	23,2	52,7	2	*6,2	1,32,9
Madras and Southern Mahratta.	46,3	83,9	*	..	1,2	*	46,3	85,1	*	9,1	12,0	*
Mysore State	3	31,1	70,6	..	..	..	3	31,1	70,6	2,2	2,5	21,5
Nizam's State	8	35,0	*	..	1,0	*	8	36,0	*	1,0	2,1	*
Rohilkund and Kumaon	3	23,9	18,2	..	..	..	3	23,9	18,2	..	..	..
South Indian	62,3	62,6	*	..	..	..	62,3	62,6	*	8	8	*
Total	146,4	1,399,7		2,2	225,6		148,6	1,625,3		17,6	42,0	
2′ 6″ AND 2′ 0″ GAUGES.												
Bengal Nagpur	51,3	78,2	*	1,6	1,8	*	52,9	80,0	*	..	5	*
Bombay, Baroda and Central India.	..	4,1	*	..	..	..	..	4,1	*	..	4	*
Eastern Bengal	..	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	12,5	*	..	..	..	..	12,5	*	5	5	*
Mysore State	..	..	‡	..	..	..	..	..	‡	..	..	‡
North Western	105,8	124,0	*	..	..	..	105,8	124,0	*	4	7	*
South Indian	..	..	*	..	..	..	..	..	*	..	..	*
Total	157,1	218,8		1,6	1,8		158,7	220,6		9	2,1	
Total, 1938-39	16,432,9	23,988,7	7,88,09,1	4,281,2	5,756,0	2,86,37,1	20,714,1	29,744,7	10,74,46,2	193,1	226,5	34,57,9
Total, 1937-38§	16,455,3	24,157,8	8,24,20,8	4,429,0	5,831,2	2,98,40,5	20,884,3	29,989,0	11,22,61,3	175,7	216,0	37,94,7
Increase	..	..	..	..	..	..	..	..	..	17,4	10,5	..
Decrease	22,4	169,1	36,11,7	147,8	75,2	12,03,4	170,2	244,3	48,15,1	..	..	3,36,8

*Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Included with 3′ 3⅜″ gauge.

§Excludes Mysore State Railway which was a class II Railways in 1937-38.

Railways and the earnings therefrom for the year 1938-39 (*In hundreds*).

II.—Heavy Merchandise.									
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Railway.
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
193,0	208,9	6,30,0	106,7	114,6	5,84,6	615,8	637,9	69,02,4	Bengal Nagpur.
97,8	145,9	5,83,2	6,7	6,9	44,1	123,4	137,4	19,33,5	Bombay, Baroda and Central India.
18,1	44,0	53,4	52,5	87,0	4,54,7	162,2	223,0	16,67,6	Eastern Bengal.
125,3	167,0	3,72,3	150,4	161,9	5,09,3	302,7	445,5	28,45,6	East Indian.
155,7	171,8	3,92,2	3,7	6,3	65,0	57,6	242,3	20,08,7	Great Indian Peninsula.
55,0	68,6	3,89,7	40,2	43,4	2,42,3	207,4	286,5	41,98,2	Madras and Southern Mahratta.
73,3	73,3	2,35,8	4	5	4,5	57,5	87,6	8,94,3	Nizam's State.
365,0	380,8	12,61,7	24,1	24,6	1,20,9	300,3	349,0	40,73,6	North Western.
34,4	41,2	3,66,4	33,2	140,3	17,11,4	58,6	109,1	19,59,9	South Indian.
1,117,6	1,301,5		417,9	585,5		1,885,5	2,518.3		Total.
									3′ 3⅜″ Gauge.
4,8	4,8	10,1	45,8	47,3	2,19,9	136,3	144,5	9,51,6	Assam Bengal.
120,4	121,9	1,89,8	33,6	48,3	2,12,8	177,7	350,0	17,64,9	Bengal and North Western.
76,8	95,0	*	1	9	*	1,0	74,1	*	Bombay, Baroda and Central India.
6,1	6,1	*	39,9	43,2	*	96,9	163,5	*	Eastern Bengal.
17,4	18,2	41,5	5	6	2,8	7,4	23,5	2,01,9	Jodhpur.
52,3	52,7	*	15,4	25,2	*	128,5	194,3	*	Madras and Southern Mahratta.
48,4	49,4	67,6	5,5	5,5	22,8	20,5	41,0	1,31,5	Mysore State.
14,2	14,2	*	1	2	*	9,1	20,3	*	Nizam's State.
207,2	207,2	3,77,0	17,4	17,4	89,1	8,1	9,6	40,7	Rohilkund and Kumaon.
61,4	63,4	*	176,7	180,4	*	197,2	222,1	*	South Indian.
609,0	632,9		335,0	369,0		782,7	1,242,9		Total.
									2′ 6″ and 2′ 0″ Gauges.
47,5	47,8	*	6,2	6,3	*	37,3	51,7	*	Bengal Nagpur.
35,2	36,1	*	..	..	..	2	13,8	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	1	*	1	9,4	*	Great Indian Peninsulla.
9,9	9,9	‡	6	6	‡	1,5	1,5	‡	Mysore State.
4,2	10,0	*	3	3	*	45,0	49,3	*	North Western.
6,7	6,7	*	3	3	*	1	6	*	South Indian.
103,5	110,5		7,4	7,6		84,2	126,3		Total.
1,830,1	2,044,9	49,70,7	760,3	962,1	42,84,2	2,752,4	3,887,5	2,96,24,4	Total, 1938-39.
1,827,3	2,036,6	49,26,0	670,1	848,6	39,30,7	2,496,6	3,584,9	2,90,85,5	Total, 1937-38§.
2,8	8,3	44,7	90,2	113,5	3,53,5	255,8	302,6	5,38,9	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

II.—Heavy Mer

Railway.	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
24	25	26	27	28	29	30	31	32	33
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	80,7	130,7	15,62,5	31,4	41,8	5,09,5	4	5	6,4
Bombay, Baroda and Central India	53,7	101,7	20,98,1	30,3	82,6	26,74,9	19,6	49,8	11,28,0
Eastern Bengal	46,1	55,9	6,17,5	..	..	..	..	..	..
East Indian	267,2	326,0	28,48,5	154,9	335,7	37,26,9	29,8	42,7	2,61,0
Great Indian Peninsula	317,5	453,8	62,52,6	162,0	192,4	21,47,4	136,8	194,7	18,25,7
Madras and Southern Mahratta	44,2	210,2	20,12,9	7,5	25,6	4,08,4	9,9	35,5	4,02,9
Nizam's State	24,8	178,7	15,26,4	1,7	27,2	3,66,0	12,1	19,5	4,34,5
North Western	275,2	365,1	35,29,9	1,042,5	1,125,5	1,27,42,6	51,7	72,0	5,39,7
South Indian	27,5	42,1	10,15,2	5,2	6,7	93,5	12,6	32,1	2,57,9
Total	1,136,9	1,864,2		1,435,5	1,837,5		272,9	446,8	
3′ 3¾″ Gauge.									
Assam Bengal	6,2	21,0	1,32,2	2,5	9,8	53,0	..	..	2
Bengal and North Western	88,3	101,7	6,05,4	73,8	82,8	5,55,9	‡	‡	‡
Bombay, Baroda and Central India	80,3	137,9	*	91,7	193,8	*	36,9	108,1	*
Eastern Bengal	22,5	67,8	*	..	..	..	..	..	..
Jodhpur	10,6	51,9	4,31,7	75,0	105,3	5,80,1	7,3	37,8	2,41,3
Madras and Southern Mahratta	17,0	88,1	*	13,3	29,7	*	27,0	32,1	*
Mysore State	8,1	30,0	1,33,2	2,5	13,8	50,1	20,8	21,6	1,52,1
Nizam's State	34,2	69,6	*	11,2	20,5	*	40,4	43,6	*
Rohilkund and Kumaon	18,7	21,6	90,4	18,7	20,6	79,2	2,9	3,5	11,0
South Indian	102,7	120,8	*	5,2	7,0	*	9,7	10,1	*
Total	388,6	710,4		293,9	483,3		145,0	256,8	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	23,2	28,8	*	9,0	11,1	*	5	7	*
Bombay, Baroda and Central India	1,3	2,6	*	5	3,1	*	5	2,0	*
Eastern Bengal	..	1	*	..	..	..	..	..	..
Great Indian Peninsula	8,5	10,5	*	2	1,9	*	8,0	8,6	*
Mysore State	5	7	††	1	1	††	3	3	††
North Western	16,1	21,0	*	17,0	27,0	*	5,3	5,5	*
South Indian	1,4	1,8	*	..	2	*	4	5	*
Total	51,0	65,5		26,8	43,4		15,0	17,6	
Total, 1938-39	1,576,5	2,640,1	2,28,56,5	1,756,2	2,364,2	2,39,87,5	432,9	721,2	52,60,7
Total, 1937-38 §	1,613,3	2,709,3	2,35,60,7	1,863,8	2,439,9	2,66,66,7	396,7	650,8	56,07,8
Increase	..	..	..	..	..	..	36,2	70,4	..
Decrease	36,8	69,2	7,04,2	107,6	75,7	26,79,2	..	..	3,47,1

* Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Not recorded.

†† Shown under 2′3¾″ gange.

§ Excludes Mysore State Railway which was a Class II Railway in 1937-38.

Railways and the earnings therefrom for the year 1938-39 (In hundreds)—contd.

chandise—*contd.*

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
3,1	6,7	55,5	104,8	113,0	2,62,3	91,9	127,7	14,58,0	Bengal Nagpur.
16,4	37,1	7,72,5	317,1	338,5	17,97,0	185,5	207,9	45,78,6	Bombay, Baroda and Central India.
25,7	35,0	4,02,3	1,2	55,5	1,41,9	88,2	97,9	9,46,0	Eastern Bengal.
141,6	153,1	11,73,4	611,5	792,2	20,44,7	173,8	275,4	20,98,6	East Indian.
15,5	22,7	2,20,1	200,8	303,2	11,32,5	88,4	239,8	27,12,8	Great Indian Peninsula.
9,6	15,8	2,03,9	61,3	69,3	3,92,4	48,0	58,4	7,05,9	Madras and Southern Mahratta.
1,8	4,6	67,2	88,0	88,4	3,14,6	3	39,5	5,18,9	Nizam's State.
75,9	86,2	7,24,6	1,260,7	1,280,1	18,00,9	183,7	196,8	18,92,2	North Western.
3,2	8,7	1,45,6	9,1	10,0	4,04,9	9,8	50,3	11,77,4	South Indian.
292,8	369,9		2,654,5	3,050,2		869,6	1,293,7		Total.
									3′ 3½″ GAUGE.
8	1,0	5,1	90,1	90,3	2,28,7	29,4	32,6	2,02,7	Assam Bengal.
122,5	140,4	7,20,3	18,4	21,7	60,5	6,8	148,7	10,25,5	Bengal and North Western.
29,7	63,5	*	118,2	207,7	*	261,5	321,6	*	Bombay, Baroda and Central India.
25,8	57,6	*	4,3	15,1	*	3,4	67,5	*	Eastern Bengal.
4,1	21,8	1,33,3	119,9	123,3	4,04,2	36,0	36,1	1,73,4	Jodhpur.
5,6	12,0	*	36,4	42,1	*	8,7	58,5	*	Madras and Southern Mahratta.
35,0	37,8	2,31,8	12,4	15,8	43,3	3	18,1	90,0	Mysore State.
3,2	4,2	*	3	7,9	*	2	20,5	*	Nizam's State.
14,0	14,6	59,7	32,8	33,7	62,1	3	28,1	1,73,4	Rohilkund and Kumaon.
16,8	17,4	*	177,9	178,4	*	134,2	135,7	*	South Indian.
257,5	370,3		610,7	736,0		480,8	867,4		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
1,2	1,3	*	4,5	5,3	*	7	20,7	*	Bengal Nagpur.
5	2,0	*	4	8,2	*	..	3,0	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
1	2	*	9	1,7	*	..	3,3	*	Great Indian Peninsula.
2,6	2,6	††	1,3	1,3	††	1	1	††	Mysore State.
1,1	2,0	*	5	1,9	*	6	3,2	*	North Western.
3,5	4,7	*	..	1	*	..	3,8	*	South Indian.
9,0	12,8		7,6	18,5		1,4	34,1		Total.
559,3	753,0	49,15,3	3,272,8	3,804,7	90,90,0	1,351,8	2,195,2	1,77,53,4	Total, 1938-39.
555,4	763,0	55,83,5	2,707,4	3,250,5	98,76,5	1,402,6	2,272,8	1,82,46,8	Total, 1937-38. §
3,9	..	..	565,4	554,2	..	..	..	..	Increase.
..	10,0	6,68,2	..	..	7,86,5	50,8	77,6	4,93,4	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

II.—Heavy Mer

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
44	45	46	47	48	49	50	51	52	53
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	10,4	82,5	8,96,0	99,2	112,8	* 6,05,0	3,344,6	3,474,0	93,09,3
Bombay, Baroda and Central India	12,7	61,5	32,97,3	67,6	153,8	10,24,3	..	11,0	70,9
Eastern Bengal	13,5	22,0	4,35,7	22,9	37,2	3,02,0	..	..	..
East Indian	226,7	442,9	28,44,7	174,7	230,6	13,38,7	7	12,6	1,00,9
Great Indian Peninsula	64,1	194,4	30,58,0	108,0	153,7	8,11,6	2,0	28,3	2,20,3
Madras and Southern Mahratta	9,2	75,7	7,36,5	22,0	66,3	6,44,1	..	10,5	7,03,1
Nizam's State	2,4	8,4	2,10,0	31,2	34,4	3,71,2	..	..	..
North Western	122,8	280,2	42,89,6	216,1	297,4	12,67,8	1	8,5	1,20,3
South Indian	5,7	43,2	4,80,8	76,4	78,6	8,31,2	12,1	12,5	24,8
Total	467,5	1,210,8		818,1	1,214,8		3,359,5	3,557,4	
3′ 3⅜″ GAUGE.									
Assam Bengal	3,8	19,9	1,03,8	12,0	17,8	85,6	..	..	2
Bengal and North Western	489,5	493,7	41,19,6	83,7	90,6	4,41,2	†	†	†
Bombay, Baroda and Central India	12,1	184,0	*	4,8	101,1	*	1	1	*
Eastern Bengal	6,3	48,7	*	21,9	35,4	*	..	..	..
Jodhpur	1,5	29,5	2,55,4	1,0	7,8	40,0	..	..	..
Madras and Southern Mahratta	17,4	29,0	*	28,5	40,1	*	122,1	127,7	*
Mysore State	30,0	30,5	1,64,7	22,4	23,5	1,91,3	16,7	16,8	40,1
Nizam's State	5,3	12,3	*	2,4	8,3	*	..	..	..
Rohilkund and Kumaon	127,0	127,6	6,99,3	131,6	131,8	5,06,9	..	..	..
South Indian	22,9	29,8	*	30,4	38,7	*	3	3	*
Total	715,8	1,005,0		338,7	495,1		139,2	144,9	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	5	6,0	*	44,3	45,2	*	126,2	126,2	*
Bombay, Baroda and Central India	3	2,9	*	40,9	43,1	*	11,1	11,1	*
Eastern Bengal	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	1	2,8	*	2,1	3,6	*	..	..	..
Mysore State	,9	9	††	8,1	8,2	..	..	..	††
North Western	5	8,2	*	2,8	6,2	*	7,2	7,2	*
South Indian	..	1	*	9	1,3	*	..	..	*
Total	2,3	20,9		99,1	107,6		144,5	144,5	
Total, 1938-39	1,185,6	2,236,7	2,15,91,4	1,265,9	1,817,5	84,60,9	3,643,2	3,846,8	1,05,89,9
Total, 1937-38 §	1,074,7	2,047,7	2,11,31,5	1,288,3	1,852,8	88,60,0	3,968,5	4,346,3	1,40,71,0
Increase	110,9	189,0	4,59,9	..	..	..	..	..	..
Decrease	..	..	..	32,4	35,3	3,99,1	325,3	499,5	34,81,1

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Not recorded.

†† Shown Under 3′ 3⅜″ Gauge.

§ Excludes Mysore State Railway which was a Class II Railway in 1937-38.

Railways and the earnings therefrom for the year 1938-39 (In hundreds)—contd.

chandise—*contd.*

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
95,6	146,8	13,02,2	5	3,9	1,07,0	5,5	7,6	1,99,0	Bengal Nagpur.
111,1	215,6	32,12,9	160,6	283,4	62,27,7	15,3	15,3	6,02,3	Bombay, Baroda and Central India.
11,2	24,2	3,01,5	5	1,4	8.7	35,9	59,2	9,28,9	Eastern Bengal.
224,8	426,3	46,35,9	7,2	31,3	7,11,0	1	28,3	11,06,5	East Indian.
296,1	584,0	77,38,4	102,1	158,3	45,00,1	31,7	33,7	9,78,0	Great Indian Peninsula.
195,4	402,8	86,76,8	23,8	35,8	11,78,1	31,9	31,9	9,44,0	Madras and Southern Mahratta.
103,1	147,7	18,20,4	1,4	6,7	4,86,8	..	7,2	1,88,2	Nizam's State.
405,9	441,3	42,08,9	329,9	364,5	1,32,17,8	54,0	57,0	34,90,8	North Western.
32,2	80,6	21,92,2	13,3	17,0	3,74,9	9,6	10,4	5,48,0	South Indian.
1,475,4	2,469,3		639,3	902,3		184,0	250,6		Total.
									3′ 3⅜″ GAUGE.
9,8	12,1	55,6	1,2	1,2	4,1	45,1	45,8	7,33,2	Assam Bengal.
151,2	158,3	9,66,0	†	†	†	1,3	13,4	4,02,5	Bengal and North Western.
101,5	245,7	*	63,4	120,3	*	1,4	3,5	*	Bombay, Baroda and Central India.
25,8	37,4	*	1	2	*	..	36,6	*	Eastern Bengal.
73,5	84,4	6,79,7	40,4	44,6	4,11,6	..	4,1	1,84,0	Jodhpur.
424,3	535,9	*	35,1	42,0	*	11,1	11,1	*	Madras and Southern Mahratta.
42,1	45,0	1.59,8	3,6	11,1	1,38,5	3,4	3,4	59,8	Mysore State.
135,8	144,7	*	27,1	27,4	*	3	6	*	Nizam's State.
17,0	17,6	81,0	1	2,2	7,4	..	1,9	28,6	Rohilkund and Kumaon.
214,0	255,2	*	20,2	26,5	*	14,8	14,8	*	South Indian.
1,195,0	1,536,3		191,2	275,5		77,4	135,2		Total.
									2′6″ AND 2′ 0″ GAUGES.
18,6	19,8	*	7	7	*	..	1,0	*	Bengal Nagpur.
20,2	22,9	*	29,2	29,5	*	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
18,8	18,9	*	16,1	16,2	*	..	..	..	Great Indian Peninsula.
9	9	††	..	..	††	..	..	††	Mysore State.
10,2	11,0	*	..	..	*	..	1,1	*	North Western.
3,0	3,3	*	..	..	*	..	..	*	South Indian.
71,7	76,8		46,0	46,4		..	2,1		Total.
2,742,1	4,082,4	3,60,31,3	876,5	1,224,2	2,73,73,7	261,4	387,9	1,03,93,8	Total, 1938-39.
2,392,0	3,516,2	3,03,68,1	812,3	1,158,1	2,70,85,2	246,2	363,6	1,03,63,0	Total, 1937-38. §
350,1	566,2	56,63,2	64,2	66,1	2,88,5	15,2	24,3	30,8	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	II—Heavy Merchandise—*concld.*								
	(15) Kerosine oil (in bulk).			(16) Molasses (in bulk).			(17)Total heavy merchandise. (Item 1 to 16).		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
64	65	66	67	68	69	70	71	72	73
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	27,3	33,3	6,81,6	1	1	1,5	4,618,0	5,033,9	2,44,42,8
Bombay, Baroda and Central India	11,1	11,1	2,50,7	3	3	23,1	1,131,4	1,713,9	2,97,35,9
Eastern Bengal	82,6	84,1	9,41,3	3,2	8,0	47,4	545,7	790,4	71,95,5
East Indian	1,9	69,7	12,64,7	100,2	101,7	6,88,4	2,568,2	3,925,9	2,81,98,8
Great Indian Peninsula	37,0	38,4	8,20,7	4,2	4,2	33,6	1,627,5	2,850,2	3,45,25,5
Madras and Southern Mahratta	44,3	44,3	8,55,8	1	1	1	754,8	1,412,1	2,23,05,4
Nizam's State	..	4,0	67,4	..	..	..	324,7	654,4	72,70,4
North Western	20,7	21,1	5,06,2	28,4	28,4	1,41,8	4,392,0	4,997,7	5,26,67,6
South Indian	15,9	17,5	5,36,9	..	..	..	324,4	659,1	1,17,54,6
Total	240,8	323,5		136,5	142,8		16,286,7	22,037,6	
3′ 3⅜″ GAUGE.									
Assam Bengal	65,5	65,6	7,38,3	1	1	4	448,6	509,0	35,14,6
Bengal and North Western	14,9	90,4	9,11,1	161,8	168,9	3,72,7	1,423,5	1,908,9	1,21,58,4
Bombay, Baroda and Central India	1	3,3	*	4	3,9	*	803,2	1,769,5	*
Eastern Bengal	..	60,7	*	..	1	*	246,9	633,8	*
Jodhpur	..	1,1	28,0	..	..	..	377,2	571,8	37,67,4
Madras and Southern Mahratta	22,0	22,5	*	..	..	..	912,4	1,290,3	*
Mysore State	1,5	4,2	31,2	..	..	..	224,8	318,1	16,40,2
Nizam's State	2	1,7	*	..	..	..	269,8	381,8	*
Rohilkund and Kumaon	..	6	1,6	8	8	1,0	389,4	431,6	19,31,4
South Indian	29,9	30,4	*	..	..	..	1,152,9	1,267,6	*
Total	134,1	280,5		163,1	173,8		6,248,7	9,082,4	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	..	3,9	*	..	..	..	272,9	328,7	*
Bombay, Baroda and Central India	..	..	..	..	..	..	105,1	144,2	*
Eastern Bengal	..	..	..	..	..	..	..	1	*
Great Indian Peninsula	..	..	..	..	..	..	54,9	77,2	*
Mysore State	..	..	††	..	..	..	16,9	17,2	††
North Western	..	3	*	1	1,4	*	106,7	145,6	*
South Indian	..	..	*	..	..	..	9,6	16,7	*
Total	..	4,2		1	1,4		566,1	729,7	
Total, 1938-39	374,9	608,2	76,35,5	299,7	318,0	13,10,0	23,101,5	31,849,7	24,11,58,5
Total, 1937-38§	370,4	600,9	76,63,0	316,3	326,3	11,88,5	22,174,6	30,731,7	24,32,38,5
Increase	4,5	7,3	..	..	..	1,21,5	926,9	1,118,0	..
Decrease	..	..	27,5	16,6	8,3	..	..	..	21,30,0

*Shown under 5′ 6″ gauge.

In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Not recorded.

†† Shown Under 3′3⅜″ Gauge.

§ Excludes Mysore State Railway which was a Class II Railway in 1937-38

Railways and the earnings therefrom for the year 1938-39. (*In hundreds*)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
7	9	11,9	19,3	95,8	19,65,9	64,2	77,7	3,49,3	Bengal-Nagpur.
4,8	5,8	1,49,9	116,7	127,6	79,20,0	160,6	171,9	18,97,9	Bombay, Baroda and Central India.
1,0	2,2	28,9	27,2	34,2	7,52,6	38,8	46,2	2,28,7	Eastern Bengal.
3,3	3,7	80,3	79,0	118,1	22,47,6	227,3	259,9	12,12,1	East Indian.
5,4	6,6	89,1	138,3	228,9	50,60,8	217,1	265,1	16,82,7	Great Indian Peninsula.
2,6	3,6	1,58,6	23,7	72,3	16,86,4	34,9	78,7	8,84,2	Madras and Southern Mahratta.
1,6	2,1	44,3	3,9	18,7	4,11,9	32,6	39,7	2,99,1	Nizam's State.
58,7	60,1	5,09,4	68,5	120,8	29,48,3	253,6	423,7	16,27,4	North Western.
6,7	8,5	2,32,4	36,6	45,0	12,84,8	10,0	11,5	1,52,2	South Indian.
84,8	93,5		513,2	861,4		1,039,1	1,374,4		Total.
									3′ 3-3/8″ Gauge.
5,2	5,2	66,8	3,2	11,2	1,35,6	6,1	6,9	25,0	Assam-Bengal.
†	†	†	31,2	65,2	10,47,3	32,3	33,0	1,31,1	Bengal and North Western.
6,8	11,2	*	91,3	134,7	*	82,9	125,6	*	Bombay, Baroda and Central India.
7	1,2	*	1,6	23,9	*	15,7	24,7	*	Eastern Bengal.
25,3	25,8	1,44,8	1,4	13,6	1,81,8	15,4	22,4	1,06,0	Jodhpur.
11,9	12,6	*	13,7	34,9	*	63,8	111,6	*	Madras and Southern Mahratta.
9	1,9	9,6	7,2	12,7	1,24,0	13,2	13,8	26,1	Mysore State.
1,5	1,5	*	4,2	8,1	*	17,3	18,3	*	Nizam's State.
2	3	4,6	2,8	13,2	1,09,3	7,0	7,5	29,8	Rohilkund and Kumaon.
18,4	19,6	*	45,2	54,9	*	16,5	18,3	*	South Indian.
70,9	79,3		201,8	372,4		270,2	382,1		Total.
									2′ 6″ and 2′ 0″ Gauges.
1	1	*	1,9	7,7	*	4,9	6,1	*	Bengal-Nagpur.
6	1,6	*	1	1,1	*	4	6	*	Bombay, Baroda and Central India.
..	..	..	..	2	*	..	..	..	Eastern Bengal.
..	..	..	1,2	2,5	*	3,3	4,2	*	Great Indian Peninsula.
..	..	††	2	3	††	2	2	††	Mysore State.
1,6	1,7	*	1	3,5	*	1,1	3,8	*	North Western.
4	4	*	..	2	*	2	2	*	South Indian.
2,7	3,8		3,5	15,5		10,1	15,1		Total.
158,4	176,6	15,30,6	718,5	1,249,3	2,58,76,3	1,319,4	1,771,6	86,51,6	Total, 1938-39.
184,5	206,8	16,93,3	712,9	1,223,3	2,60,61,3	927,1	1,215,8	63,80,7	Total, 1937-38. §
..	..	..	5,6	26,0	..	392,3	555,8	22,70,9	Increase.
26,1	30,2	1,62,7	..	..	1,85,0	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

III. Light

Railway.	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk).			(6) Jute, raw.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
84	85	86	87	88	89	90	91	92	93
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	25,4	62,3	8,72,7	7,1	17,5	1,92,0	14,6	24,7	2,06,1
ombay, Baroda and Central India	24,6	44,0	10,44,7	8,5	54,3	20,78,5	..	..	..
Eastern Bengal	69,5	86,9	5,20,0	6,6	11,5	3,93,8	286,9	714,2	99,51,4
East Indian	737,3	781,4	19,83,1	127,9	140,4	10,75,3	29,6	82,7	4,56,2
Great Indian Peninsula	82,8	121,3	12,26,2	25,5	102,4	10,41,3	..	..	..
Madras and Southern Mahratta	68,9	119,8	14,23,1	35,0	46,0	8,42,2	§	§	§
Nizam's State	1,4	11,2	2,12,9	4	6,6	1,17,9	..	..	4
North Western	185,4	221,7	20,24,6	129,7	160,3	16,14,0	1	2	1,5
South Indian	66,0	73,1	12,03,9	10,1	11,3	3,02,8	..	..	3
Total	1,261,3	1,521,7		350,8	550,3		331,2	821,8	
3′ 3 3/8″ GAUGE.									
Assam-Bengal	16,6	21,0	1,82,4	7,5	21,0	1,27,6	210,2	218,2	10,12,9
Bengal and North Western	969,5	988,9	13,53,5	57,7	63,9	4,56,9	15,9	24,1	1,99,8
Bombay, Baroda and Central India	104,7	119,8	*	3,7	123,4	*	..	..	..
Eastern Bengal	24,9	52,0	*	4,1	53,4	*	467,6	519,4	*
Jodhpur	5,0	13,0	78,1	8	13,4	1,31,1	..	1	4
Madras and Southern Mahratta	38,3	47,7	*	49,6	59,9	*	§	§	§
Mysore State	91,6	95,2	1,85,9	6,2	7,9	41,1	..	..	
Nizam's State	28,6	30,6	*	2,3	5,6	*	..	..	*
Rohilkund and Kumaon	419,9	461,9	4,14,6	71,5	71,7	3,98,5	††	††	††
South Indian	127,4	144,8	*	18,6	22,3	*	..	..	*
Total	1,826,5	1,974,9		222,0	442,5		693,7	761,8	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	1,6	3,4	*	5	2,0	*	..	..	..
Bombay, Baroda and Central India	9	1,7	*	2	2,4	*	..	..	..
Eastern Bengal	1	1	*	..	..	..	..	..	..
Great Indian Peninsula	3	4	*	7,9	10,4	*	..	..	..
Mysore State	9,1	9,4	†	1,1	1,1	†	..	..	..
North Western	18,6	20,6	*	1,6	4,6	*	..	..	*
South Indian	4	1,0	*	..	1	*	..	..	*
Total	31,0	36,6		11,3	20,6		..	..	
Total, 1938-39	3,118,8	3,533,2	1,27,25,7	584,1	1,013,4	88,13,0	1,024,9	1,583,6	1,18,29,0
Total, 1937-38(*a*)	4,053,8	4,510,0	1,33,72,2	696,3	1,225,1	1,08,47,9	997,2	1,496,7	1,16,61,3
Increase	..	..	..	..	..	..	27,7	86,9	1,67,7
Decrease	935,0	976,8	6,46,5	112,2	211,7	20,34,9	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

†† Not compiled.

§ Included under "Other Commodities."

† Shown under 3′ 3⅜″ Gauge.

(*a*) Excludes Mysore State Railway which was a Class II Railway in 1937-38.

Railways and the earnings therefrom for the year 1938-39. (In hundreds)—contd.

Merchandise—*contd.*

(7) Iron and Steel, wrought.			(8) Kerosene oil in tins.			Railway.
Originating on Home line whether local or Foreign. 94	‡ Total. 95	Earnings. 96	Originating on Home line whether local or Foreign. 97	‡ Total. 98	Earnings. 99	100
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
702,2	724,1	41,22,6	7,7	22,5	3,79,1	Bengal-Nagpur.
64,4	89,6	22,46,6	42,7	42,9	9,03,5	Bombay, Baroda and Central India.
49,2	144,6	10,33,9	78,6	79,1	7,76,9	Eastern Bengal.
209,0	435,2	65,08,6	11,1	50,8	10,02,4	East Indian.
81,1	234,6	32,96,1	46,1	47,5	9,88,4	Great Indian Peninsula.
61,4	144,1	19,50,8	34,3	34,4	5,82,3	Madras and Southern Mahratta.
3,7	20,7	3,42,1	2	5,1	1,19,5	Nizam's State.
141,5	199,1	45,78,7	52,8	53,0	17,84,6	North Western.
14,6	40,1	8,60,0	17,6	19,8	4,01,0	South Indian.
1,327,1	2,032,1		291,1	355,1		Total.
						3′ 3-3/8″ GAUGE.
27,3	50,8	5,31,6	81,4	82,3	9,45,1	Assam-Bengal.
27,7	45,0	4,02,6	2,3	10,6	92,6	Bengal and North Western.
16,7	63,0	*	1,2	18,6	*	Bombay, Baroda and Central India.
4,6	41,4	*	4,9	45,0	*	Eastern Bengal.
2,2	15,8	2,27,5	3	8,0	1,65,1	Jodhpur.
16,1	51,1	*	15,5	23,3	*	Madras and Southern Mahratta.
32,7	40,4	1,79,9	3,9	8,0	50,5	Mysore State.
4,6	12,7	*	1,1	5,5	*	Nizam's State.
3,6	10,4	55,7	2,1	4,2	20,6	Rohilkund and Kumaon.
31,2	45,4	*	18,1	20,8	*	South Indian.
166,7	376,0		130,8	226,3		Total.
						2′ 6″ AND 2′ 0″ GAUGES.
1,7	5,8	*	8	4,0	*	Bengal-Nagpur.
5	2,6	*	1	2,8	*	Bombay, Baroda and Central India.
..	1	*	..	..	..	Eastern Bengal.
1,0	2,4	*	2,6	4,4	*	Great Indian Peninsula.
3	5	†	5	5	†	Mysore State.
7	4,8	*	2	2,1	*	North Western.
1	7	*	1	1,3	*	South Indian.
4,3	16,9		4,3	15,1		Total.
1,498,1	2,425,0	2,63,36,7	426,2	596,5	82,11,6	Total, 1938-39.
1,390,1	2,307,1	2,49,16,0	402,4	581,6	81,87,7	Total, 1937-38. (*a*)
108,0	117,9	14,20,7	23,8	14,9	23,9	Increase.
..	..	..	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

III.—Light

Railway.	(9) Petrol in tins.			(10) Tobacco.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
101	102	103	104	105	106	107
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	3,5	4,0	64,6	15,9	41,9	8,81,8
Bombay, Baroda and Central India	4,6	4,6	1,31,1	40,5	44,3	11,41,3
Eastern Bengal	3,2	3,2	55,2	13,6	27,4	7,40,8
East Indian	3,1	6,6	1,63,2	25,0	54,4	10,01,4
Great Indian Peninsula	4,6	5,2	93,9	11,0	45,1	10,60,0
Madras and Southern Mahratta	4,5	4,6	1,07,9	60,2	77,7	15,19,2
Nizam's State	8	1,0	26,9	1,9	8,0	2,21,0
North Western	11,3	11,5	3,80,0	30,5	37,4	8,74,4
South Indian	4,0	4,5	1,22,0	14,6	18,6	4,46,9
Total	39,6	45,2		213,2	354,8	
3′ 3-3/8″ GAUGE.						
Assam Bengal	3,5	8,5	1,13,2	2,0	9,6	1,16,1
Bengal and North Western	7	7	7,5	36,1	40,1	5,75,4
Bombay, Baroda and Central India	3,5	4,8	*	9,0	24,9	*
Eastern Bengal	7	1,4	*	22,7	37,8	*
Jodhpur	9	1,6	40,9	6	5,0	79,1
Madras and Southern Mahratta	2,8	3,3	*	20,5	26,6	*
Mysore State	9	1,0	11,5	3,5	7,5	77,2
Nizam's State	3	7	*	2,7	4,1	*
Rohilkund and Kumaon	3	3	2,4	2,5	4,2	39,5
South Indian	3,5	3,6	*	10,2	16,2	*
Total	17,1	25,9		109,8	176,0	
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	6	9	*	1,7	5,4	*
Bombay, Baroda and Central India	..	2	*	2	5	*
Eastern Bengal	..	..	..	..	3	*
Great Indian Peninsula	1	1	*	..	6	*
Mysore State	..	..	††	1	8	††
North Western	..	2	*	2	1,7	*
South Indian	..	1	*	1	7	*
Total	7	1,5		2,3	10,0	
Total, 1938-39	57,4	72,6	13,20,3	325,3	540,8	87,74,1
Total, 1937-38 §	55,3	63,8	10,48,4	305,6	519,1	84,33,8
Increase	2,1	8,8	2,71,9	19,7	21,7	3,40,3
Decrease	..	..	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals, consignments passing over two or more gauges or railways are considered as two or more separate consignments.

†† Shown under 3′ 3⅜″ gauge.

† Includes Tea, Indian, 75,1 tons and Rs. 17,76,1.

§Excludes Mysore State Railway which was a Class II Railway in 1937-38.

Railways and the earnings therefrom for the year 1938-39. (*In hundreds*)—contd.

Merchandise—*concld.*

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
108	109	110	111	112	113	114	115	116	117
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
93,7	153,1	24,33,8	20,7	21,8	69,8	975,0	1,246,3	1,15,49,6	Bengal-Nagpur.
91,3	132,1	32,48,2	53,7	75,5	5,00,0	612,4	792,6	2,12,61,7	Bombay, Baroda and Central India.
50,8	113,6	28,18,1	10,7	15,8	1,06,4	636,1	1,279,2	1,74,06,7	Eastern Bengal.
113,9	177,4	42,84,3	21,7	22,5	1,48,5	1,588,2	2,133,1	2,01,63,0	East Indian.
112,3	205,8	38,28,6	14,0	27,0	1,20,1	738,2	1,289,5	1,84,87,2	Great Indian Peninsula.
65,4	140,8	24,52,0	26,6	28,0	1,23,8	417,5	750,0	1,17,30,5	Madras and Southern
27,5	53,1	8,12,9	14,0	17,0	1,75,7	88,0	183,2	27,84,6	Nizam's State.
125,6	151,2	39,52,5	4	7	3,2	1,058,1	1,439,7	2,02,98,6	North Western.
90,4	122,8	28,91,4	17,5	28,2	3,71,1	288,1	383,4	82,68,8	South Indian.
770,9	1,250,2		179,3	230,5		6,401,6	9,497,0		Total.
									3′ 3-3/8″ Gauge.
99,5†	125,9†	22,36,2†	18,3	27,1	2,05,4	480,8	587,7	56,97,9	Assam-Bengal.
57,1	77,8	9,74,1	6,5	8,1	44,9	1,237,0	1,357,4	52,85,7	Bengal and North Western.
29,2	81,8	*	11,9	12,6	*	360,9	720,4	*	Bombay, Baroda and Central India.
38,3	116,6	*	2	13,1	*	586,0	929,9	*	Eastern Bengal.
4,1	19,6	2,44,4	3	6	1,1	56,3	138,9	14,00,3	Jodhpur.
44,2	90,2	*	1,7	2,4	*	278,1	463,6	*	Madras and Southern Mahratta.
50,5	58,4	3,73,6	8,8	18,1	57,9	219,4	264,9	11,37,3	Mysore State.
16,3	25,7	*	9,5	11,4	*	88,4	124,2	*	Nizam's State.
4,6	9,0	65,3	5	7	2,6	515,0	583,4	11,42,9	Rohilkund and Kumaon.
108,0	134,0	*	29,7	48,7	*	426,8	528,6	*	South Indian.
451,8	739,0		87,4	142,8		4,248,7	5,609,0		Total.
									2′ 6″ and 2′ 0″ Gauges.
9,7	22,3	*	3	7	*	23,8	58,4	*	Bengal-Nagpur.
4,8	7,8	*	14,1	14,1	*	21,9	35,4	*	Bombay, Baroda and Central India.
1,8	1,9	*	..	..	..	1,9	2,6	*	Eastern Bengal.
3	3,5	*	..	4,2	*	16,7	32,7	*	Great Indian Peninsula.
4,9	5,1	††	..	3	††	16,4	18,2	††	Mysore State.
4,0	7,7	*	..	..	*	28,1	50,7	*	North Western.
6,0	6,9	*	4	4	*	7,7	12,0	*	South Indian.
31,5	55,2		14,8	19,7		116,5	210,0		Total.
1,254,2	2,044,4	3,06,15,4	281,5	399,0	19,30,5	10,766,8	15,406,0	14,66,14,8	Total, 1938-39.
1,146,3	1,906,6	2,86,77,4	266,7	383,9	18,90,3	11,138,2	15,639,8	14,31,70,3	Total, 1937-38. §
107,9	137 8	19,38,0	14,8	15,1	40,2	..	..	34,44,5	Increase.
..	..	..	..	..	..	371,4	233,8	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
118	119	120	121	122	123	124	125	126	127
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	1,675,2	1,969,9	1,14,54,4	7,268,2	8,250,1	4,74,46,8	9	3,1	40,0
Bombay, Baroda and Central India	801,9	1,068,9	1,50,06,1	2,545,7	3,575,4	6,60,53,7	9	1,3	60,6
Eastern Bengal	285,8	483,3	34,99,5	1,467,6	2,552,9	2,81,01,7	7,5	16,6	27,5
East Indian	2,385,2	2,947,6	2,43,27,5	6,541,6	9,006,6	7,26,89,3	37,8	59,5	3,55,1
Great Indian Peninsula	2,192,7	2,466,8	1,96,71,3	4,558,4	6,606,5	7,26,84,0	38,1	61,8	5,94,9
Madras and Southern Mahratta	325,4	684,9	80,58,0	1,497,7	2,847,0	4,20,93,9	1,7	5,0	68,2
Nizam's State	53,0	156,6	20,53,8	465,7	994,2	1,21,08,8	1,5	12,5	75,7
North Western	1,190,4	1,505,6	2,02,50,5	6,640,5	7,943,0	9,32,16,7	206,5	228,9	17,69,6
South Indian	354,9	417,4	65,24,7	967,4	1,459,9	2,65,48,1	9	2,4	36,8
Total	9,264,5	11,701,0		31,952,8	43,235,6		295,8	391,1	
3′ 3-3/8″ GAUGE.									
Assam-Bengal	100,4	140,9	13,07,2	1,029,8	1,237,6	1,05,19,7	3	1,1	4,2
Bengal and North Western	214,0	385,7	29,12,4	2,874,5	3,652,0	2,03,56,5	5,1	5,1	24,1
Bombay, Baroda and Central India	171,0	481,2	*	1,335,1	2,971,1	*	2,7	6,5	*
Eastern Bengal	72,2	166,0	*	905,1	1,729,7	*	1	2,2	*
Jodhpur	69,9	124,2	11,31,5	503,4	834,9	62,99,2	..	6	10,3
Madras and Southern Mahratta	135,6	255,8	*	1,326,1	2,009,7	*	2,1	5,0	*
Mysore State	53,8	131,3	9,74,7	498,0	714,3	37,52,2	4	5,1	10,1
Nizam's State	30,7	56,5	*	388,9	562,5	*	2	2,3	*
Rohilkund and Kumaon	58,2	107,7	5,29,5	962,6	1,122,7	36,03,8	4,7	4,8	17,5
South Indian	195,9	299,7	*	1,775,6	2,095,9	*	3	1,9	*
Total	1,101,7	2,149,0		11,599,1	16,930,4		15,9	34,6	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	69,0	88,6	*	365,7	475,7	*	1	2	*
Bombay, Baroda and Central India	18,5	29,8	*	145,5	209,4	*	..	..	..
Eastern Bengal	1	4	*	2,0	3,1	*	..	..	..
Great Indian Peninsula	2,9	8,6	*	74,5	118,5	*	..	..	..
Mysore State	3,7	4,7	†	37,0	40,1	†	..	..	†
North Western	38,4	83,1	*	173,2	279,4	*	12,7	33,8	*
South Indian	2,0	4,7	*	19,3	33,4	*	..	..	*
T tal	134,6	219,9		817,2	1,159,6		12,8	34,0	
Total, 1939-39	10,500,8	14,069,9	11,77,01,1	44,369,1	61,325,6	50,54,74,4	324,5	459,7	30,94,6
Total, 1937-38 §	10,072,7	13,508,4	11,42,90,4	43,385,5	59,879,9	50,07,49,2	397,1	560,4	40,48,6
Increase	428,1	561,5	34,10,7	983,6	1,445,7	47,25,2	..	..	..
Decrease	..	..	..	..	..	..	72,6	100,7	9,54,0

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Shown under 3′.3⅜″ gauge..

§ Excludes Mysore State Railway which was a class II Railway in 1937-38.

Railways and the earnings therefrom for the year 1938-39 (In hundreds)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX—Materials and Stores on Revenue Account. (1) Fuel.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
128	129	130	131	132	133	134	135	136	137
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
10,2	10,9	1,04,4	215,4	237,2	11,25,1	1,034,1	1,034,1	27,81,4	Bengal-Nagpur.
30,4	46,5	21,89,6	64,5	75,9	2,59,0	15,3	290,5	12,19,8	Bombay, Baroda and Central India.
3,2	3,7	82,6	457,2	476,8	6,67,3	13,9	333,0	9,01,2	Eastern Bengal.
25,4	40,9	16,67,9	555,2	558,1	8,17,4	1,852,5	1,852,5	61,95,0	East Indian.
18,3	20,3	3,96,6	124,9	146,8	3,25,8	647,6	1,007,8	25,56,7	Great Indian Peninsula.
10,2	10,7	2,10,5	29,2	67,4	3,08,4	10,3	521,7	26,69,5	Madras and Southern Mahratta.
1	4	19,1	6,2	13,3	63,9	236,3	236,5	3,68,3	Nizam's State.
36,5	36,6	5,29,9	719,4	719,5	5,72,8	57,4	1,211,0	46,99,9	North Western.
1,6	2,2	83,6	126,4	127,7	35,5	12,5	250,1	8,07,4	South Indian.
135,9	172,2		2,298,4	2,422,7		3,879,9	6,737,2		Total.
									3′ 3-3/8″ GAUGE.
1,7	1,8	25,6	90,6	95,8	1,06,9	28,8	127,9	2,73,4	Assam-Bengal.
6,6	9,0	1,25,0	91,3	137,6	1,78,5	53,9	281,1	5,36,7	Bengal and North Western.
20,9	27,6	*	48,1	70,3	*	14,5	256,2	*	Bombay, Baroda and Central India.
5	3,0	*	108,6	131,5	*	9,8	149,2	*	Eastern Bengal.
1,4	1,5	20,8	88,3	98,4	74,5	3,4	76,2	1,91,8	Jodhpur.
2,4	2,7	*	8,3	30,8	*	178,6	178,6	*	Madras and Southern Mahratta.
1,6	2,6	22,4	18,3	18,6	26,9	1,2	51,2	69,1	Mysore State.
6	6	*	9	4,0	*	3	35,4	*	Nizam's State.
4	5	5,2	68,0	70,2	1,50,4	70,6	70,6	28,7	Rohilkund and Kumaon.
1,9	1,9	*	73,1	80,1	*	14,6	163,1	*	South Indian.
38,0	51,2		601,5	737,3		375,7	1,389,5		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
..	..	..	25,2	25,2	*	56,4	59,3	*	Bengal-Nagpur.
1	1	*	17,2	17,6	*	6	6	*	Bombay, Baroda and Central India.
..	..	..	1	1	*	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
1,3	1,3	†	..	..	†	1	8	†	Mysore State.
2	6	*	15,0	17,1	*	17,0	17,0	*	North Western.
..	..	*	..	..	*	1	1	*	South Indian.
1,6	2,0		57,5	60,0		74,2	77,3		Total.
175,5	225,4	54,83,2	2,957,4	3,220,0	47,12,4	4,329,8	8,204,5	2,32,98,9	Total, 1938-39.
174,0	222,8	54,06,0	2,961,9	3,192,5	45,53,6	4,157,5	7,932,3	2,31,32,6	Total, 1937-38. §
1,5	2,6	77,2	..	27,5	1,58,8	172,3	272,2	1,66,3	Increase.
..	..	..	4,5	..	..	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by* ***Class I Railways*** *and the earnings therefrom for the year 1938-39 (In hundreds)*—concld.

Railway.	IX.—Materials and Stores on Revenue Account—*concld.*						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.					
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
138	139	140	141	142	143	144	145	146	147
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	817,2	830,4	5,96,9	1,851,3	1,864,5	33,78,3	16,465,0	18,223,8	7,27,76,6
Bombay, Baroda and Central India	329,3	331,0	4,19,4	344,6	621,5	16,39,2	3,112,1	5,434,0	7,57,95,3
Eastern Bengal	228,7	270,0	4,89,5	242,6	603,0	13,90,7	2,230,4	5,250,1	3,39,29,8
East Indian	1,937,0	2,043,2	17,21,7	3,789,5	3,895,7	79,16,7	22,628,1	26,435,9	14,16,81,0
Great Indian Peninsula	738,6	738,6	5,40,2	1,386,2	1,746,4	30,96,9	7,139,8	10,968,2	8,74,63,6
Madras and Southern Mahratta	154,2	155,2	2,09,4	164,5	676,9	28,78,9	1,821,8	4,342,1	4,98,05,0
Nizam's State	86,1	87,0	1,08,4	322,4	323,5	4,76,7	1,803,0	2,375,5	1,63,93,9
North Western	2,203,7	2,222,3	11,35,6	2,261,1	3,433,3	58,35,5	10,390,4	14,079,9	10,82,78,1
South Indian	338,0	346,6	3,01,2	350.5	596,7	11,08,6	1,504,0	2,256,3	2,84,02,1
Total	6,832,8	7,024,3		10,712,7	13,761,5		67,094,6	89,365,8	
3′ 3-3/8″ GAUGE.									
Assam-Bengal	189,2	208,2	2,70,4	218,0	336,1	5,43,8	1,376,0	1,832,1	1,16,55,5
Bengal and North Western	246,9	268,4	2,93,8	300,8	549,5	8,30,5	3,406,9	4,826,6	2,27,79,0
Bombay, Baroda and Central India	245,8	255,3	*	260,3	511,5	*	1,746,3	4,123,4	*
Eastern Bengal	255,3	268,6	*	265,1	417,8	*	1,286,6	2,724,3	*
Jodhpur	259,7	263,0	92,1	263,1	339,2	2,83,9	874,2	1,322,2	69,15,8
Madras and Southern Mahratta	70,3	72,5	*	248,9	251,1	*	1,695,5	2,449,1	*
Mysore State	14,0	16,5	18,9	15,2	67,7	88,0	584,4	891,3	40,59,3
Nizam's State	94,2	94,9	*	94,5	130,3	*	501,1	752,0	*
Rohilkund and Kumaon	69,1	69,1	41,0	139,7	139,7	69,7	1,382,9	1,569,0	42,41,8
South Indian	972,0	987,4	*	986,6	1,150,5	*	2,968,0	3,457,1	*
Total	2,416,5	2,503,9		2,792,2	3,893,4		15,821,9	23,947,1	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	167,3	172,0	*	223,7	231,3	*	715,1	860,7	*
Bombay, Baroda and Central India	14,4	14,7	*	15,0	15,3	*	213,0	283,0	*
Eastern Bengal	2,7	3,1	*	2,7	3,1	*	4,8	6,3	*
Great Indian Peninsula	7,9	7,9	*	7,9	7,9	*	82,9	139,4	*
Mysore State	5	5	†	6	1,3	†	48,8	52,6	†
North Western	28,5	32,8	*	45,5	49,8	*	357,0	515,4	*
South Indian	3,7	4,5	*	3,8	4,6	*	29,8	44,7	*
Total	225,0	235,5		299,2	313,3		1,451,4	1,902,1	
Total, 1938-39	9,474,3	9,763,7	62,38,5	13,804,1	17,968,2	2,95,37,4	84,367,9	115,215,0	66,41,76,8
Total, 1937-38 §	9,157,6	9,385,5	59,48,2	13,315,1	17,317,8	2,90,80,8	83,120,9	113,415,0	66,48,20,2
Increase	316,7	378,2	2,90,3	489,0	650,4	4,56,6	1,247,0	1,800,0	..
Decrease	..	..	..	..	..	..	..	..	6,43,4

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Shown under 3′ 3⅜″ gauge.

§ Excludes Mysore State Railway which was a class II Railway in 1937-38.

30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1938-39.

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	A. I. (1110).—Administrative and Executive officers.			A. I (1120).—Subordinate supervising staff.			A. I (1130).—Office Staff.		
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
1	2	3	4	5	6	7	8	9	10
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
5′ 6″ Gauge.									
Bengal-Nagpur	5,71,005	193·8	0·88	6,14,502	208·5	0·94	6,33,542	215·0	0·97
Bombay, Baroda and Central India	2,53,938	146·5	0·60	3,56,905	206·0	0·84	4,09,145	236·1	0·96
Eastern Bengal	2,47,006	171·3	0·74	2,25,107	156·1	0·68	2,81,559	195·3	0·85
East Indian	7,71,390	118·3	0·59	10,74,750	164·7	0·83	8,78,297	134·6	0·67
Great Indian Peninsula	6,25,037	133·3	0·69	7,09,846	151·4	0·79	7,10,276	151·5	0·79
Madras and Southern Mahratta	2,22,821	140·5	0·77	1,93,940	122·2	0·67	2,60,100	163·9	0·90
Nizam's State (*a*)	1,15,166	179·0	1·67	74,867	116·4	1·09	76,401	118·7	1·11
North Western	9,75,724	119·4	0·84	12,73,551	155·9	1·09	8,51,077	104·2	0·73
South Indian	1,03,478	130·4	0·92	1,06,031	133·6	0·93	99,011	124·7	0·88
3′ 3¾″ Gauge.									
Assam Bengal	2,11,823	199·7	1·28	1,71,531	161·7	1·04	1,51,507	142·8	0·91
Bengal and North Western	2,94,426	*	1·54	1,27,955	*	0·67	1,23,388	*	0·64
Bombay, Baroda and Central India	2,23,236	148·9	0·74	2,91,673	194·5	0·96	3,16,649	211·1	1·05
Eastern Bengal	1,25,032	130·5	0·74	1,36,849	142·8	0·81	1,60,107	167·1	0·95
Jodhpur	91,626	126·5	1·34	48,482	66·9	0·71	55,156	76·1	0·81
Madras and Southern Mahratta	1,87,070	113·8	0·97	1,90,678	116·0	0·99	2,00,910	122·2	1·04
Mysore State	34,429	80·0	0·67	48,215	112·0	0·94	37,517	87·2	0·74
Nizam's State (*a*)	1,02,146	219·1	2·02	69,293	148·6	1·37	60,005	128·7	1·19
Rohilkund and Kumaon	55,599	*	1·35	28,136	*	0·69	22,235	*	0·54
South Indian	2,81,691	157·7	1·08	2,95,282	165·4	1·13	2,84,188	159·1	1·09
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	43,019	69·1	0·86	87,652	140·7	1·75	41,062	65·9	0·82
Bombay, Baroda and Central India	16,919	125·6	2·02	16,047	119·2	1·92	2,960	22·0	0·35
Eastern Bengal	998	41·4	0·81	269	11·2	0·22	557	23·1	0·45
Great Indian Peninsula	6,244	41·2	1·46	8,223	54·2	1·92	4,897	32·3	1·14
Mysore State	1,693	27·0	0·72	2,367	37·7	1·01	1,842	29·3	0·78
North Western	94,976	169·9	1·66	1,02,458	183·3	1·79	83,385	149·2	1·45
South Indian	14,242	187·7	3·31	8,296	109·3	1·93	13,730	180·9	3·19

(*a*) Revised classification of Revenue expenditure not introduced in 1938-39.

Class I. Railways for the year 1938-39.

STRUCTURAL WORKS.

A. I.—(1200—1800)—OTHER ITEMS—TOTAL.			A. I.—GENERAL ADMINISTRATION—TOTAL.			A. II-(2110)—TRACK—ORDINARY REPAIRS AND MAINTENANCE.			A. II-(2120 & 2130)—BRIDGES—ORDINARY REPAIRS AND MAINTENANCE.			Railway.
Total amount.	Per equated track mile.	Percentage of the working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per 100 lineal feet of opening per track.	Percentage of total working expenses.	
11	12	13	14	15	16	17	18	19	20	21	22	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ GAUGE.
4,03,177	136·8	0·62	22,22,226	754·1	3·41	24,96,856	847·3	3·82	2,24,982	122·4	0·35	B. N.
2,01,860	116·5	0·47	12,21,848	705·1	2·87	16,48,625	951·4	3·87	1,52,903	112·9	0·36	B. B. & C. I.
1,89,997	131·8	0·57	9,43,669	654·5	2·84	11,24,982	780·2	3·38	1,10,910	166·8	0·34	E. B.
5,79,460	88·8	0·45	33,03,897	506·4	2·54	54,66,373	837·9	4·21	5,72,326	126·5	0·44	E. I.
4,30,123	91·8	0·47	24,75,282	528·0	2·74	40,64,079	866·9	4·50	1,32,589	57·3	0·15	G. I. P.
1,72,120	108·5	0·59	(b) 3,52,105	537·1	2·94	11,79,443	743·4	4·05	93,143	81·8	0·31	M. & S. M.
..	..	..	2,98,302	463·6	4·33	5,10,548	793·5	7·41	23,319	73·8	0·34	N. S.
5,18,539	63·5	0·45	36,18,891	443·0	3·11	54,22,292	663·8	4·66	2,61,493	66·4	0·22	N. W.
59,138	74·5	0·52	3,67,658	463·1	3·25	3,96,235	499·1	3·51	60,526	124·9	0·53	S. I.
												3′ 3⅜″ GAUGE.
78,552	74·0	0·47	6,13,413	578·2	3·70	11,74,929	1,107·5	7·08	1,17,875	139·5	0·71	A. B.
66,385	*	0·35	6,12,154	*	3·20	10,06,998	*	5·26	1,31,594	*	0·69	B. & N. W.
1,56,903	104·6	0·52	9,88,461	659·1	3·27	13,52,028	901·6	4·47	46,624	46·0	0·15	B. B. & C. I.
83,720	87·4	0·50	5,05,708	527·8	3·00	7,45,849	778·5	4·44	34,887	52·2	0·21	E. B.
43,947	60·6	0·65	2,39,211	330·1	3·51	4,87,042	672·2	7·14	29,858	145·4	0·44	Jodhpur.
127, 689	77·7	0·66	(b) 7,07,791	430·6	3·67	12,82,324	780·1	6·65	53,420	47·2	0·28	M. & S. M.
12,869	29·9	0·25	1,33,030	309·0	2·60	4,12,094	957·3	8·04	14,684	43·1	0·29	M. S.
..	..	..	2,57,723	552·7	5·10	4,16,576	893·4	8·24	19,414	61·3	0·38	N. S.
9,486	*	0·23	1,15,456	*	2·81	2,74,356	*	6·68	44,673	*	1·09	R. & K.
1,58,065	88·5	0·60	10,19,226	570·8	3·90	10,20,184	571·3	3·90	52,481	39·8	0·20	S. I.
												2′ 6″ & 2′ 0″ GAUGES.
21,066	33·8	0·42	1,92,799	309·5	3·85	5,13,599	824·4	10·3	22,668	48·3	0·45	B. N.
837	6·21	0·10	36,763	273·0	4·39	96,888	719·5	11·6	3,254	*	0·39	B. B. & C. I.
532	22·1	0·43	2,356	97·8	1·91	14,809	614·5	12·0	73	0·16	0·06	E. B.
1,070	7·05	0·26	20,434	134·7	4·78	80,871	533·0	18·9	1,422	10·9	0·33	G. I. P.
631	10·1	0·27	6,533	104·0	2·78	20,241	322·3	8·60	721	21·2	0·31	M. S.
58,365	104·4	1·02	3,39,184	606·8	5·92	4,49,208	803·5	7·84	28,557	49·5	0·50	N. W.
7,599	100·1	1·77	43,867	578·0	10·2	34,436	453·8	8·00	844	31·6	0·20	S. I.

*Information not available.

(b) Includes expenditure booked under "Furniture and Sundries" (A. 2230—of the Capital and Revenue accounts) B. G. Rs. 3,124 M. G. Rs. 1,444.

TABLE A.—MAINTENANCE OF

Railway.	A. II-(2150)—Service buildings,—Ordinary, repairs and maintenance.			A. II (2160)—Residential Staff-quarters—Ordinary, repairs and maintenance.			A. II-(2140, 2170, 2180 and 2190—Other items—Ordinary, repairs and maintenance.		
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
	23	24	25	26	27	28	29	30	31
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpur	2,21,370	6·55	0·49	7,71,520	6·95	1·18	2,63,950	89·6	0·41
Bombay, Baroda and Central India	2,40,024	*	0·56	1,76,297	*	0·42	48,556	28·0	0·11
Eastern Bengal	1,79,288	3·66	0·54	2,73,708	4·76	0·82	1,56,729	108·7	0·47
East Indian	‡10,45,315	6·17	0·80	9,51,464	3·79	0·73	††3,70,630	56·8	0·29
Great Indian Peninsula	3,69,719	2·92	0·41	4,90,883	4·75	0·54	2,25,103	48·0	0·25
Madras and Southern Mahratta	1,18,452	2·53	0·40	1,14,952	2·28	0·40	70,750	44·6	0·27
Nizam's State	15,464	*	0·22	56,864	*	0·83	32,858	51·1	0·48
North Western	6,83,011	1·23	0·59	7,32,186	2·30	0·63	2,39,116	29·3	0·20
South Indian	48,653	3·85	0·43	37,273	2·29	0·33	15,756	19·9	0·14
3′ 3⅜″ Gauge.									
Assam Bengal	81,989	*	0·49	1,86,994	*	1·13	87,821	82·8	0·53
Bengal and North Western	1,54,711	*	0·81	1,33,144	*	0·69	3,05,539	*	1·60
Bombay, Baroda and Central India	1,59,193	4·47	0·53	2,22,634	3·36	0·73	65,647	43·8	0·22
Eastern Bengal	74,613	5·88	0·44	1,10,727	6·44	0·66	82,914	86·5	0·49
Jodhpur	27,549	2·98	0·40	67,745	4·87	0·99	12,744	17·6	0·19
Madras and Southern Mahratta	64,376	3·68	0·33	67,659	1·73	0·35	54,268	33·0	0·28
Mysore State	28,272	2·76	0·55	22,154	1·95	0·43	16,114	37·4	0·32
Nizam's State	14,308	*	0·28	32,637	*	0·65	20,418	43·8	0·40
Rohilkund and Kumaon	§92,793	*	§2·26	†	*	†	†	*	†
South Indian	1,41,073	2·99	0·54	1,17,869	2·30	0·45	56,490	31·6	0·22
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	25,218	5·37	0·50	32,360	3·97	0·65	13,691	22·0	0·27
Bombay, Baroda and Central India	1,354	*	0·16	1,145	*	0·14	119	0·88	0·01
Eastern Bengal	225	0·98	0·18	843	3·12	0·68	416	17·3	0·34
Great Indian Peninsula	1,465	1·42	0·34	2,148	1·17	0·50	891	5·87	0·21
Mysore State	1,388	3·13	0·59	1,088	2·37	0·46	791	12·6	0·33
North Western	35,128	1·67	0·61	49,419	3·04	0·86	9,402	16·8	0·16
South Indian	1,764	7·07	0·41	1,594	4·02	0·37	228	3·01	0·05

* Information not available
† Included under service buildings.
‡ Excludes expenditure on Electric Power Stations and Sub-Stations.
†† Includes expenditure on Electric Power Stations and Sub-Stations.
§ Includes residential Staff quarters and other items.

Class I Railways for the year 1938-39—contd.

STRUCTURAL WORKS—*contd.*

A. II-(2100)—Structural Works—Total Ordinary, Repairs and Maintenance.			A. II-(2100)—Structural Works—Total Special, Repairs and Maintenance.			A. II (2100)—Structural Works—Total Repairs and Maintenance.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	
32	33	34	35	36	37	38	39	40	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
40,79,178	1,384·2	6·25	92,191	31·3	0·14	41,71,369	1,415·5	6·39	B. N.
22,66,405	1,308·0	5·32	21,483	12·4	0·05	22,87,888	1,320·4	5·37	B. B. & C. I.
18,45,617	1,280·0	5·55	7,71,953	539·5	2·34	26,23,570	1,819·5	7·89	E. B.
84,06,108	1,288·5	6·47	2,77,414	42·5	0·21	86,83,522	1,331·0	6·68	E. I.
52,82,373	1,126·7	5·85	97,528	20·8	0·11	53,79,901	1,147·5	5·96	G. I. P.
15,76,740	993·8	5·43	12,757	8·04	0·04	15,89,497	1,001·9	5·47	M. & S. M.
6,39,053	993·2	9·28	*	*	*	6,39,053	993·2	9·28	N. S.
73,38,098	898·3	6·30	1,36,232	16·7	0·12	74,74,330	915·0	6·42	N. W.
5,58,443	703·5	4·94	12,042	15·2	0·11	5,70,485	718·6	5·05	S. I.
									3′ 3¾″ Gauge.
16,49,608	1,554·9	9·94	90,977	85·8	0·55	17,40,585	1,640·7	10·5	A. B.
17,31,986	*	9·05	..	..	..	17,31,986	*	9·05	B. & N. W.
18,46,126	1,231·0	6·10	2,670	1·71	0·01	18,48,696	1,232·7	6·11	B. B. & C. I.
10,48,990	1,094·9	6·24	7,25,268	757·0	4·31	17,74,258	1,851·9	10·6	E. B.
6,24,938	862·5	9·16	16,122	22·2	0·24	6,41,060	884·7	9·40	Jodhpur.
15,22,047	926·0	7·89	13,120	7·98	0·07	15,35,167	934·0	7·96	M. & S. M.
4,93,318	1,146·0	9·63	..	..	..	4,93,318	1,146·0	9·63	M. S.
5,03,353	1,079·6	9·95	*	*	*	5,03,353	1,079·6	9·95	N. S.
*	*	*	..	..	..	4,11,822	*	10·0	R. & K.
13,88,097	777·3	5·31	96,598	54·1	0·37	14,84,695	831·4	5·68	S. I.
									2′ 6″ & 2′ 0″ Gauges.
6,07,536	975·2	12·1	8,049	12·9	0·16	6,15,585	988·1	12·3	B. N.
1,02,760	763·1	12·3	..	..	..	1,02,760	763·1	12·3	B. B. & C. I.
16,366	679·1	13·3	106	4·40	0·09	16,472	683·5	13·3	E. B.
86,797	572·1	20·3	..	..	..	86,797	572·1	20·3	G. I. P.
24,229	385·8	10·3	..	..	..	24,229	385·8	10·3	M. S.
5,71,714	1,022·7	9·97	11,546	20·6	0·20	5,83,260	1,043·3	10·2	N. W.
38,866	512·1	9·03	364	4·80	0,09	39,230	516·9	9·12	S. I.

*Information not available.

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	A. II-(2250)—Signal and Interlocking Works—Ordinary, Repairs and Maintenance (Equipment).				A. II-(2250)—Signal and Interlocking Works—Special, Repairs and Maintenance (Equipment).			
	Total amount.	Per lever.	Per train mile.	Percentage of total working expenses.	Total amount.	Per lever.	Per train mile.	Percentage of total working expenses.
	41	42	43	44	45	46	47	48
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	4,67,557	50·6	0·51	0·71	..	..	..	..
Bombay, Baroda and Central India	5,53,331	63·8	0·94	1·30	14,203	1·63	0·02	0·03
Eastern Bengal	1,82,284	29·4	0·37	0·55	1,146	0·18	0·00	0·00
East Indian	5,91,306	31·0	0·28	0·46	2,575	0·13	0·00	0·00
Great Indian Peninsula	4,80,940	38·0	0·33	0·53	6,607	0·52	0·00	0·01
Madras and Southern Mahratta	*	*	*	*	*	*	*	*
Nizam's State	22,021	22·0	*	0·32	*	*	*	*
North Western	6,24,281	32·1	0·40	0·54	10,580	0·54	0·01	0·01
South Indian	39,294	16·4	0·15	0·35	1	0·00	0·00	0·00
3′ 3⅜″ Gauge.								
Assam Bengal	69,763	30·3	0·21	0·42	3,710	1·61	0·01	0·02
Bengal and North Western	38,639	*	0·06	0·20	†	*	†	†
Bombay, Baroda and Central India	1,57,110	24·6	0·28	0·52	400	0·06	0·00	0·00
Eastern Bengal	92,984	27·5	0·30	0·55	6,046	1·78	0·02	0·04
Jodhpur	22,073	12·0	0·16	0·32	1,909	1·04	0·01	0·03
Madras and Southern Mahratta	*	*	*	*	*	*	*	*
Mysore State	17,143	32·0	0·12	0·33	..	..	..	..
Nizam's State	14,322	17·3	*	0·28	*	*	*	*
Rohilkund and Kumaon	*	*	*	*	*	*	*	*
South Indian	1,04,116	19·0	0·15	0·40	*Nil*	..	..	..
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	2,805	39·0	0·02	0·06	—5	—0·07	0·00	0·00
Bombay, Baroda and Central India	391	3·76	0·01	0·05	..	..	..	..
Eastern Bengal	1,176	20·3	0·14	0·95	3	0·05	0·00	0·00
Great Indian Peninsula	219	0·89	0·01	0·05	..	..	..	..
Mysore State	842	24·1	0·05	0·36	..	..	..	..
North Western	5,002	6·45	0·07	0·09	9	0·01	0·00	0·00
South Indian	2,005	64·7	0·15	0·47	..	..	..	..

* Information not available.

† Included in columns 41 to 44.

Class I Railways for the year 1938-39—contd.

STRUCTURAL WORKS—*contd.*

A. II-(2200)—Total, Equipment—Repairs and Maintenance.			A. II-Repairs and Maintenance—Total.			A. IV-Appropriation to Depreciation Reserve Fund—Total.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage total of working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	
49	50	51	52	53	54	55	56	57	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
7,66,363	*	1·17	53,48,600	1,814·9	8·19	64,49,163	2,188·4	9·87	B. N.
6,75,626	389·9	1·59	31,17,836	1,799·3	7·32	38,36,527	2,214·1	9·00	B. B. & C. I.
2,63,182	182·5	0·79	42,15,815	2,923·8	12·7	31,52,078	2,186·1	9·47	E. B.
11,47,175	175·8	0·88	1,10,81,952	1,698·6	8·53	1,26,86,288	1,944·6	9·76	E. I.
7,52,007	160·4	0·83	67,92,367	1,448·8	7·52	94,21,211	2,009·5	10·4	G. I. P.
1,45,396	*	0·50	18,97,101	1,195·8	6·54	32,36,059	2,039·7	11·2	M. & S. M.
47,847	*	0·70	7,79,243	1,211·1	11·3	*	*	*	N. S.
11,74,954	143·8	1·01	92,11,206	1,127·6	7·91	1,38,71,680	1,698·2	11·9	N. W.
82,814	104·3	0·73	6,84,137	861·8	6·06	12,71,082	1,601·2	11·3	S. I.
									3′ 3½″ Gauge.
1,81,995	171·5	1·10	21,38,395	2,015·6	12·9	27,24,126	2,567·7	16·4	A. B.
68,300	*	0·36	21,20,660	*	11·1	11,41,830	*	5·97	B. & N. W.
2,30,650	153·8	0·76	21,12,097	1,408·4	6·98	16,93,947	1,129·6	5·60	B. B. & C. I.
1,48,989	155·5	0·88	21,05,968	2,198·1	12·5	15,43,810	1,611·3	9·18	E. B.
84,107	116·1	1·23	7,96,716	1,099·5	11·7	6,21,514	857·7	9·11	Jodhpur.
99,898	*	0·52	17,53,864	1,067·0	9·09	19,63,627	1,194·6	10·2	M. & S. M.
27,538	64·0	0·54	5,32,108	1,236·1	10·4	2,32,095	539·2	4·53	M. S.
24,622	*	0·49	5,83,602	1,251·7	11·5	*	*	*	N. S.
7,345	*	0·18	4,83,878	*	11·8	3,60,027	*	8·77	R. & K.
2,17,546	121·8	0·83	18,50,120	1,036·0	7·07	38,42,518	2,151·7	14·7	S. I.
									2′ 6″ & 2′ 0″ Gauges.
29,456	*	0·59	7,17,224	1,151·2	14·3	5,75,952	924·5	11·5	B. N.
2,508	18·6	0·30	1,13,116	840·0	13·5	38,208	283·7	4·57	B. B. & C. I.
1,719	71·3	1·39	18,490	767·2	15·0	6,583	273·2	5·33	E. B.
2,272	15·0	0·53	92,376	608·9	21·6	..	..	..	G. I. P.
1,352	21·5	0·57	25,800	410·8	11·0	8,389	133·6	3·56	M. S.
30,397	54·4	0·53	6,00,781	1,074·7	10·5	12,06,851	2,158·8	21·1	N. W.
4,202	55·4	0·98	44,759	589·8	10·4	49,422	651·2	11·5	S. I.

* Informrtion not availabe.

30.—*Analysis of operating expenses of*

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—*concld.*			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL WORKING EXPENSES—ABSTRACT A.			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES—	
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total Amount.	Per engine mile.
	58	59	60	61	62	63	64	65	66	67
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur	1,40,19,989	4,757·4	21·5	13,92,711	1·11	0·14	1·52	2·13	17,18,706	1·37
Bombay, Baroda and Central India	81,76,211	4,718·5	19·2	6,26,506	1·18	0·14	1·45	1·47	9,53,455	1·79
Eastern Bengal	83,11,562	5,764·3	25·0	6,87,835	1·13	0·19	1·39	2·07	6,13,644	1·01
East Indian	2,70,72,137	4,149·6	20·8	28,54,492	1·04	0·13	1·36	2·20	37,52,066	1·36
Great Indian Peninsula	1,86,88,860	3,986·3	20·7	15,93,936	1·19	0·15	1·44	1·76	18,46,830	1·38
Madras and Southern Mahratta	59,85,265	3,772·6	20·7	5,62,885	1·01	0·13	1·24	1·94	7,80,222	1·42
Nizam's State(*a*)	†10,77,545	1,674·7	15·7	1,92,809	0·07	0·15	1·50	2·80	1,77,341	0·07
North Western	2,67,01,777	3,268·8	22·9	20,88,797	1·08	0·15	1·32	1·79	33,52,583	1·73
South Indian	23,22,877	2,926·1	20·6	2,74,451	0·89	0·17	1·00	2·43	3,00,433	0·97
3′ 3¾″ GAUGE.										
Assam Bengal	54,75,934	5,161·5	33·0	3,26,861	0·81	0·21	0·98	1·97	3,20,367	0·79
Bengal and North Western	38,74,644	*	20·3	3,06,404	0·41	0·11	0·51	1·60	4,77,364	0·64
Bombay, Baroda and Central India.	47,97,505	3,197·1	15·9	9,56,857	1·42	0·33	1·72	3·16	10,18,427	1·51
Eastern Bengal	41,55,486	4,337·2	24·7	2,81,812	0·75	0·17	0·92	1·68	3,45,030	0·93
Jodhpur	16,57,441	2,287·3	24·3	1,36,924	0·79	0·19	0·97	2·01	2,08,454	1·21
Madras and Southern Mahratta	44,25,282	2,692·2	23·0	3,70,620	0·69	0·18	0·82	1·92	5,54,898	1·03
Mysore State	897,233	2,084·3	17·5	94,451	0·55	0·17	0·67	1·84	1,23,771	0·72
Nizam's State (*a*)	† 8,41,325	1,804·4	16·6	1,46,667	0·07	0·30	1·28	2·90	95,117	0·04
Rohilkund and Kumaon	9,59,361	*	23·4	83,537	0·49	0·17	0·61	2·03	‡	‡
South Indian	67,11,864	3,758·5	25·7	5,88,039	0·84	0·26	0·94	2·25	6,11,310	0·88
2′ 6″ AND 2′ 0″ GAUGES.										
Bengal Nagpur	14,85,975	2,385·2	29·6	1,07,139	0·70	0·30	0·88	2·14	1,69,280	1·11
Bombay, Baroda and Central India.	1,88,087	1,396·7	22·5	10,238	0·32	0·24	0·36	1·22	63,485	2·00
Eastern Bengal	27,429	1,138·1	22·2	2,119	0·26	0·27	0·26	1·72	6,140	0·74
Great Indian Peninsula	1,12,810	743·5	26·4	3,868	0·13	0·06	0·14	0·90	27,197	0·92
Mysore State	40,722	648·3	17·3	4,626	0·26	0·17	0·30	1·96	6,017	0·34
North Western	21,46,816	3,840·3	37·5	1,09,502	1·35	0·70	1·62	1·91	1,85,432	2·29
South Indian	1,38,048	1,819·1	32·1	10,033	0·73	0·51	0·76	2·33	17,102	1·24

(*a*) Revised classification of Revenue expenditure not introduced in 1938-39.

* Information not available.

† Excluding Depreciation or Replacements and Renewals as the case may be.

‡ Included under Workshop repairs.

Class I Railways for the year 1938-39—contd.

OF LOCOMOTIVE POWER.

Running Repairs—[B. II.- 2110].			Locomotives—Workshop Repairs (B.-II.- 2120).					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
68	69	70	71	72	73	74	75	
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
0·17	1·88	2·63	31,21,168	2·48	0·32	3·40	4·78	Bengal-Nagpur.
0·22	2·21	2·24	12,36,197	2·32	0·28	2·86	2·90	Bombay, Baroda and Central India.
0·17	1·24	1·84	14,56,887	2·39	0·39	2·94	4·38	Eastern Bengal.
0·16	1·78	2·88	62,66,912	2·31	0·28	2·98	4·82	East Indian.
0·17	1·66	2·05	31,48,726	2·36	0·30	2·84	3·49	Great Indian Peninsula.
0·19	1·75	2·69	16,01,860	2·92	0·38	3·58	5·52	Madras and Southern Mahratta.
0·14	1·38	2·58	2,41,446	0·09	0·18	1·88	3·51	Nizam's State.
0·25	2·12	2·88	47,04,482	2·43	0·34	2·98	4·04	North Western.
0·19	1·09	2·66	4,53,622	1·47	0·28	1·65	4·01	South Indian.
								3′ 3⅜″ Gauge.
0·21	0·97	1·93	4,42,468	1·09	0·28	1·33	2·67	Assam-Bengal.
0·18	0·80	2·49	7,29,108	0·97	0·27	1·22	3·81	Bengal and North Western.
0·35	1·83	3·36	15,12,166	2·25	0·52	2·72	4·99	Bombay, Baroda and Central India.
0·20	1·13	2·05	5,01,686	1·34	0·30	1·65	2·98	Eastern Bengal.
0·29	1·47	3·06	1,61,878	0·94	0·22	1·14	2·37	Jodhpur.
0·27	1·22	2·88	8,49,617	1·58	0·42	1·87	4·40	Madras and Southern Mahratta.
0·22	0·88	2·41	71,397	0·42	0·13	0·50	1·39	Mysore State.
0·20	0·83	1·88	2,09,990	0·10	0·43	1·84	4·15	Nizam's State.
‡	‡	‡	§3,22,307	§1·87	§0·67	2·36	§7·85	Rohilkund and Kumaon.
0·27	0·98	2·34	8,76,141	1·26	0·38	1·40	3·35	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
0·47	1·39	3·37	3,26,278	2·13	0·90	2·68	6·51	Bengal-Nagpur.
1·48	2·24	7·59	47,324	1·49	1·11	1·67	5·66	Bombay, Baroda and Central India.
0·78	0·74	4·97	3,561	0·43	0·45	0·43	2·88	Eastern Bengal.
0·47	0·99	6·36	21,621	0·73	0·37	0·78	5·06	Great Indian Peninsula.
0·22	0·39	2·56	3,363	0·19	0·13	0·22	1·43	Mysore State.
1·18	2·74	3·23	1,79,402	2·22	1·15	2·66	3·13	North Western.
0·87	1·29	3·97	10,531	0·76	0·54	0·79	2·45	South Indian.

§ Includes running repairs also.

30.—*Analysis of operating expenses of*

TABLE B.—MAINTENANCE AND SUPPLY

Railway.	Equipment (B. II. 2200).					Total Repairs and Maintenance—(B-II).				
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
	76	77	78	79	80	81	82	83	84	85
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.	
Bengal-Nagpur	8,82,825	0·70	0·09	0·96	1·35	57,33,415	4·56	0·58	6·25	8·78
Bombay, Baroda and Central India.	1,58,598	0·30	0·04	0·37	0·37	23,48,848	4·41	0·54	5·44	5·51
Eastern Bengal	2,45,606	0·41	0·07	0·49	0·74	23,30,269	3·83	0·63	4·70	7·00
East Indian	8,69,258	0·31	0·05	0·42	0·67	1,09,21,916	3·99	0·49	5·19	8·40
Great Indian Peninsula	3,67,980	0·28	0·03	0·33	0·41	54,16,745	4·06	0·51	4·88	6·01
Madras and Southern Mahratta	2,18,215	0·40	0·05	0·49	0·75	26,06,492	4·75	0·62	5·83	8·98
Nizam's State	24,738	0·01	0·02	0·19	0·35	4,45,272	0·17	0·34	3·46	6·47
North Western	7,87,561	0·41	0·06	0·50	0·68	88,73,343	4·58	0·65	5·62	7·62
South Indian	27,349	0·09	0·02	0·10	0·24	7,79,747	2·52	0·49	2·83	6·90
3′ 3¾″ Gauge.										
Assam-Bengal	39,037	0·10	0·03	0·12	0·23	8,01,872	1·98	0·52	2·42	4·83
Bengal and North Western	53,080	0·07	0·02	0·09	0·28	12,66,482	1·69	0·47	2·12	6·62
Bombay, Baroda and Central India.	2,62,400	0·39	0·09	0·47	0·87	27,88,175	4·14	0·96	5·01	9·21
Eastern Bengal	86,212	0·23	0·05	0·28	0·51	9,36,039	2·51	0·55	3·07	5·56
Jodhpur	34,983	0·20	0·05	0·25	0·51	4,26,341	2·47	0·59	3·01	6·25
Madras and Southern Mahratta	80,329	0·15	0·04	0·18	0·42	14,87,107	2·76	0·73	3·27	7·71
Mysore State	11,073	0·06	0·02	0·08	0·22	2,06,241	1·20	0·37	1·46	4·02
Nizam's State	15,027	0·01	0·03	0·13	0·30	3,21,177	0·15	0·66	2·81	6·35
Rohilkund and Kumaon	24,571	0·14	0·05	0·18	0·60	3,46,878	2·01	0·72	2·54	8·45
South Indian	62,128	0·09	0·03	0·10	0·24	15,50,821	2·23	0·68	2·48	5·93
2′ 6″ and 2′ 0″ Gauges.										
Bengal-Nagpur	25,959	0·17	0·07	0·21	0·52	5,21,468	3·41	1·44	4·28	10·4
Bombay, Baroda and Central India.	1,286	0·04	0·03	0·05	0·15	1,12,095	3·53	2·62	3·96	13·4
Eastern Bengal	97	0·01	0·01	0·01	0·03	9,798	1·18	1·24	1·18	7·93
Great Indian Peninsula	1,996	0·07	0·03	0·07	0·46	50,814	1·72	0·87	1·84	11·9
Mysore State	542	0·03	0·02	0·03	0·23	9,922	0·56	0·37	0·64	4·22
North Western	34,176	0·42	0·22	0·50	0·60	3,99,467	4·94	2·55	5·91	6·97
South Indian	1,260	0·09	0·06	0·09	0·29	28,893	2·09	1·47	2·17	6·71

Class I Railways for the year 1938-39—contd.

OF LOCOMOTIVE POWER—*contd.*

Running Staff—(B.-III-3100).					Fuel—(B. III 3200).					Railway.
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
86	87	88	89	90	91	92	93	94	95	
Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
35,39,531	2·82	0·36	3·86	5·42	52,76,900	4·20	0·53	5·75	8·08	Bengal-Nagpur.
20,37,541	3·83	0·47	4·73	4·78	46,33,879	8·71	1·06	10·8	10·9	Bombay, Baroda and Central India.
13,15,886	2·16	0·35	2·65	3·96	30,28,971	4·97	0·82	6·11	9·10	Eastern Bengal.
66,80,074	2·44	0·27	3·18	5·14	1,07,56,901	3·94	0·59	5·11	8·28	East Indian.
45,24,669	3·39	0·43	4·08	5·01	87,10,224	6·53	0·82	7·85	9·64	Great Indian Peninsula.
15,79,889	2·88	0·38	3·54	5·44	41,18,782	7·51	0·97	9·22	14·2	Madras and Southern Mahratta.
3,80,297	0·15	0·29	2·96	5·52	5,57,791	0·21	0·43	4·34	8·09	Nizam's State.
55,23,925	2·85	0·41	3·50	4·75	1,85,30,093	9·57	1·36	11·7	15·9	North Western.
7,96,579	2·58	0·50	2·89	7·05	23,75,332	7·70	1·48	8·63	21·0	South Indian.
										3′ 3¾″ Gauge.
5,06,938	1·26	0·33	1·53	3·06	17,99,555	4·46	1·15	5·42	10·8	Assam-Bengal.
7,04,756	0·94	0·26	1·18	3·68	23,64,446	3·15	0·87	3·95	12·4	Bengal and North Western.
20,97,081	3·12	0·72	3·77	6·93	37,20,027	5·53	1·29	6·69	12·3	Bombay, Baroda and Central India.
6,13,282	1·65	0·36	2·01	3·65	15,48,977	4·15	0·91	5·08	9·21	Eastern Bengal.
2,43,219	1·41	0·34	1·72	3·57	10,15,030	5·88	1·41	7·17	14·9	Jodhpur.
12,92,254	2·40	0·63	2·85	6·70	28,87,400	5·36	1·42	6·36	15·0	Madras and Southern Mahratta.
3,04,600	1·78	0·55	2·16	5·94	9,73,680	5·69	1·76	6·90	19·0	Mysore State.
2,70,836	0·12	0·55	2·38	5·36	4,34,005	0·21	0·89	3·79	8·58	Nizam's State.
1,21,990	0·71	0·25	0·89	2·97	6,88,172	3·99	1·42	5·04	16·8	Rohilkund and Kumaon.
16,87,625	2·43	0·74	2·69	6·45	35,72,686	5·14	1·57	5·71	13·7	South Indian.
										2′ 6″ and 2′ 0″ Gauges.
2,84 143	1·86	0·79	2·33	5·67	4,40,751	2·88	1·22	3·61	8·79	Bengal-Nagpur.
61,684	1·94	1·44	2·18	7·37	1,16,252	3·66	2·72	4·10	13·9	Bombay, Baroda and Central India.
16,532	1·99	2·09	1·99	13·4	15,426	1·86	1·95	1·86	12·5	Eastern Bengal.
41,990	1·42	0·72	1·52	9·81	69,052	2·33	1·18	2·50	16·1	Great Indian Peninsula.
14,839	0·83	0·55	0·96	6·31	47,625	2·68	1·77	3·07	20·2	Mysore State.
2,43,751	3·01	1·55	3·61	4·25	6,99,113	8·64	4·46	10·4	12·2	North Western.
39,127	2·83	1·99	2·95	9·09	50,794	3·68	2·59	3·82	11·8	South Indian.

30.—*Analysis of operating expenses of*

TABLE B.—MAINTENANCE AND

Railway.	Waste, Oil, Tallow and other Stores—(B. III 3300 and 3400).					Total Operating expenses—(B. III.)				
	Total amount	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
	96	97	98	99	100	101	102	103	104	105
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.	
Bengal-Nagpur	6,05,210	0·48	0·06	0·66	0·93	91,93,571	7·32	0·93	10·0	14·1
Bombay, Baroda and Central India.	2,93,917	0·56	0·07	0·70	0·70	70,09,377	13·2	1·60	16·3	16·5
Eastern Bengal	1,48,950	0·25	0·04	0·30	0·45	44,70,600	7·34	1·21	9·01	13·4
East Indian	13,22,817	0·49	0·07	0·63	1·02	1,94,17,100	7·10	0·87	9·23	14·9
Great Indian Peninsula	10,18,968	0·77	0·10	0·92	1·12	1,42,38,807	10·7	1·34	12·8	15·8
Madras and Southern Mahratta	3,87,968	0·71	0·09	0·87	1·34	60,44,636	11·0	1·43	13·5	20·8
Nizam's State	98,432	0·03	0·07	0·76	1·43	10,60,014	0·40	0·81	8·25	15·4
North Western	11,29,941	0·58	0·08	0·72	0·97	2,47,36,176	12·8	1·82	15·7	21·2
South Indian	1,50,554	0·49	0·09	0·55	1·34	33,73,876	10·9	2·10	12·3	29·9
3′ 3¾″ Gauge.										
Assam-Bengal	85,654	0·21	0·05	0·26	0·51	24,05,259	5·96	1·54	7·24	14·5
Bengal and North Western	2,80,219	0·37	0·10	0·46	1·46	33,94,906	4·52	1·24	5.67	17·7
Bombay, Baroda and Central India.	2,53,893	0·38	0·09	0·46	0·84	60,82,115	9·04	2·11	10·9	20·1
Eastern Bengal	97,935	0·26	0·06	0·32	0·58	22,48,632	6·03	1·32	7·37	13·4
Jodhpur	1,14,800	0·67	0·16	0·81	1·68	13,64,342	7·91	1·90	9·64	20·0
Madras and Southern Mahratta	3,01,460	0·56	0·15	0·66	1·56	44,87,749	8·33	2·20	9·88	23·3
Mysore State	99,334	0·58	0·18	0·70	1·94	13,92,345	8·14	2·52	9·87	27·2
Nizam's State	77,726	0·03	0·16	0·68	1·54	7,97,829	0·37	1·64	6·98	15·8
Rohilkund and Kumaon	81,433	0·47	0·17	0·59	1·98	8,88,039	5·16	1·83	6·50	21·6
South Indian	2,51,628	0·36	0·11	0·40	0·97	55,13,151	7·93	2·42	8·80	21·1
2′ 6″ and 2′ 0″ Gauges.										
Bengal-Nagpur	86,594	0·57	0·24	0·71	1·73	8,18,747	5·36	2·27	6·71	16·3
Bombay, Baroda and Central India.	15,737	0·50	0·37	0·56	1·88	1,94,833	6·14	4·55	6·88	23·3
Eastern Bengal	4,087	0·49	0·52	0·49	3·31	36,241	4·36	4·58	4·36	29·4
Great Indian Peninsula	20,425	0·69	0·36	0·75	4·77	1,32,326	4·47	2·27	4·80	30·9
Mysore State	4,787	0·27	0·18	0·31	2·04	67,973	3·82	2·53	4·39	28·9
North Western	66,358	0·82	0·42	0·98	1·16	10,25,113	12·7	6·53	15·2	17·9
South Indian	5,857	0·43	0·30	0·44	1·36	96,057	6·96	4·89	7·23	22·3

Class I Railway for the year 1938-39—contd.

SUPPLY OF LOCOMOTIVE POWER—*contd.*

Appropriation to Depreciation Reserve Fund—(B. IV).					Total Working Expenses Abstract B.			Railway.
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	
106	107	108	109	110	111	112	113	
Rs.	As.	Rs.	As.		Rs.	As.	Rs.	5′ 6″ Gauge.
8,68,470	0·69	0·09	0·95	1·33	1,71,88,167	13·7	1·74	Bengal-Nagpur.
4,31,881	0·81	0·10	1·00	1·01	1,04,16,612	19·5	2·38	Bombay, Baroda and Central India.
9,37,570	1·54	0·25	1·89	2·82	84,26,274	13·8	2·28	Eastern Bengal.
39,58,511	1·45	0·17	1·88	3·05	3,71,52,019	13·6	1·66	East Indian.
27,04,233	2·10	0·26	2·52	3·09	2,40,43,721	18·0	2·26	Great Indian Peninsula.
11,13,900	2·01	0·26	2·46	3·84	1,03,27,013	18·8	2·44	Madras and Southern Mahratta.
†	†	†	†	†	*16,98,095	0·64	1·30	Nizam's State.
31,02,168	1·60	0·23	1·96	2·67	3,88,00,484	20·0	2·85	North Western.
1,07,754	0·35	0·07	0·39	0·95	45,35,828	14·7	2·83	South Indian.
								3′ 3⅜″ Gauge.
4,01,251	0·99	0·26	1·21	2·42	39,35,243	9·74	2·53	Assam-Bengal.
2,31,440	0·31	0·09	0·38	1·21	51,99,232	6·93	1·91	Bengal and North Western.
5,55,002	0·82	0·19	1·00	1·83	1,03,82,149	15·4	3·59	Bombay, Baroda and Central India.
4,59,199	1·23	0·27	1·50	2·73	39,25,682	10·5	2·31	Eastern Bengal.
1,33,570	0·77	0·19	0·94	1·96	20,61,177	12·0	2·87	Jodhpur.
6,75,910	1·25	0·33	1·49	3·50	70,21,386	13·0	3·44	Madras and Southern Mahratta.
3,03,314	1·77	0·55	0·83	5·92	19,93,351	11·7	3·61	Mysore State.
†	†	†	†	†	*12,65,673	0·59	2·60	Nizam's State (a).
4,28,472	2·49	0·89	3·14	10·4	17,46,956	10·2	3·61	Rohilkund and Kumaon.
3,25,744	0·47	0·14	0·52	1·24	79,77,755	11·5	3·50	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
1,64,098	1·07	0·45	1·35	3·27	16,11,452	10·5	4·46	Bengal-Nagpur.
14,104	0·44	0·33	0·50	1·69	3,31,270	10·4	7·74	Bombay, Baroda and Central India.
1,959	0·24	0·25	0·24	1·59	50,117	6·04	6·34	Eastern Bengal.
..	..	..	..	..	1,87,008	6·32	3·20	Great Indian Peninsula.
10,963	9·62	0·41	0·71	4·66	93,484	5·26	3·43	Mysore State.
1,43,739	1·78	0·92	2·13	2·51	16,77,821	20·7	10·7	North Western.
4,190	0·30	0·21	0·32	0·97	1,39,173	10·1	7·08	South Indian.

* Excluding Depreciation or Replacements and Renewals as the case may be.

† Information not available.

30.—*Analysis of operating expenses of*

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—*concld.*		TABLE C.—MAINTENANCE OF CARRIAGE			
	TOTAL WORKING EXPENSES ABSTRACT B.		GENERAL ADMINISTRATION—C. 1.			
	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	114	115	116	117	118	119
	As.		Rs.	Rs.	As.	
5′ 6″ GAUGE.						
Bengal-Nagpur	18·7	26·3	6,34,989	1·47	0·69	0·97
Bombay, Baroda and Central India.	24·2	24·5	3,70,949	1·85	0·86	0·87
Eastern Bengal	17·0	25·3	3,66,397	2·09	0·74	1·10
East Indian	17·7	28·6	11,37,335	1·14	0·54	0·88
Great Indian Peninsula	21·7	26·6	10,63,927	2·03	0·86	1·19
Madras and Southern Mahratta	23·1	35·6	3,21,079	1·72	0·71	1·11
Nizam's State	13·2	24·7	94,652	1·68	0·74	1·38
North Western	24·6	33·3	12,62,119	1·92	0·80	1·09
South Indian	16·5	40·2	51,895	0·75	0·19	0·46
3′ 3⅜″ GAUGE.						
Assam-Bengal	11·8	23·7	1,54,042	1·23	0·46	0·93
Bengal and North Western	8·68	27·2	1,13,791	0·51	0·19	0·59
Bombay, Baroda and Central India	18·6	34·3	6,14,460	2·55	1·10	2·03
Eastern Bengal	12·9	23·3	1,51,209	1·08	0·49	0·80
Jodhpur	14·5	30·3	1,19,250	1·85	0·84	1·75
Madras and Southern Mahratta	15·5	36·4	1,79,440	1·21	0·40	0·93
Mysore State	12·8	39·0	31,372	0·94	0·22	0·61
Nizam's State	11·1	25·0	68,486	2·09	0·60	1·35
Rohilkund and Kumaon	12·8	42·6	30,935	0·80	0·23	0·75
South Indian	12·7	30·5	1,22,034	0·65	0·19	0·46
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	13·2	32·1	39,721	0·90	0·32	0·79
Bombay, Baroda and Central India	11·7	30·6	4,781	0·85	0·17	0·57
Eastern Bengal	6·04	40·6	760	0·59	0·09	0·61
Great Indian Peninsula	6·78	43·7	314	0·05	0·01	0·07
Mysore State	6·04	39·7	1,558	0·72	0·10	0·66
North Western	24·8	29·3	41,602	2·36	0·62	0·72
South Indian	10·5	32·3	1,667	0·59	0·13	0·38

Class I Railways for the year 1938-39—contd.

AND WAGON STOCK—

Coaching Vehicles—Running Repairs [C. II-2110].				Coaching vehicles—workshop repairs— [C. II-2120 and 2130.]				Railway.
Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
120	121	122	123	124	125	126	127	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
3,10,852	3·19	0·34	0·48	13,07,080	13·4	1·43	2·00	Bengal-Nagpur.
2,07,233	2·87	0·48	0·49	12,23,996	17·0	2·84	2·87	Bombay, Baroda and Central India.
1,11,108	1·38	0·22	0·34	9,58,785	11·9	1·93	2·88	Eastern Bengal.
3,37,106	1·17	0·16	0·27	29,21,873	10·1	1·39	2·24	East Indian.
3,60,902	1·97	0·29	0·40	20,35,590	11·1	1·65	2·25	Great Indian Peninsula.
92,573	1·54	0·21	0·32	7,04,784	11·7	1·58	2·43	Madras and Southern Mahratta.
29,842	1·95	0·23	0·43	1,38,172	9·04	1·08	2·01	Nizam's State. (*a*)
3,69,416	1·43	0·23	0·32	33,12,147	12·7	2·10	2·84	North Western.
32,884	0·90	0·12	0·29	1,99,175	5·44	0·72	1·76	South Indian.
								3′ 3⅜″ Gauge.
55,493	0·97	0·17	0·33	4,51,223	7·86	1·36	2·72	Assam-Bengal.
1,04,625	1·13	0·17	0·55	3,85,888	4·15	0·64	2·02	Bengal and North-Western.
1,95,036	2·20	0·35	0·65	9,38,448	10·6	1·69	3·10	Bombay, Baroda and Central India.
71,693	1·16	0·24	0·43	6,98,413	11·3	2·29	4·15	Eastern Bengal.
14,565	0·64	0·10	0·21	2,05,300	9·16	1·45	3·01	Jodhpur.
29,967	0·52	0·06	0·16	3,79,890	6·65	0·84	1·97	Madras and Southern Mahratta.
20,652	1·34	0·15	0·40	59,218	3·83	0·42	1·16	Mysore State.
15,907	1·08	0·14	0·32	1,27,129	8·65	1·12	2·51	Nizam's State. (*a*)
‡	‡	‡	‡	*1,06,515	*6·35	*0·78	*2·59	Rohilkhand and Kumaon.
69,322	0·62	0·11	0·27	3,95,568	3·57	0·63	1·51	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
61,167	2·67	0·50	1·22	1,80,229	7·88	1·48	3·59	Bengal Nagpur.
19,589	5·65	0·69	2·34	12,860	3·71	0·46	1·54	Bombay, Baroda and Central India.
2,816	2·39	0·34	2·28	1,483	1·26	0·18	1·20	Eastern Bengal.
3,108	0·82	0·11	0·73	8,184	2·17	0·29	1·91	Great Indian Peninsula.
1,026	0·83	0·07	0·44	2,942	2·38	0·19	1·25	Mysore State.
13,813	1·74	0·20	0·24	1,58,701	20·0	2·35	2·77	North-Western.
3,068	1·49	0·23	0·71	3,527	1·72	0·27	0·82	South Indian.

*Includes Running repairs also.

(*a*) Revised classification of Revenue expenditure not introduced in 1938-39.

‡Included under workshop repairs.

30.—*Analysis of operating expenses of*

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Goods wagons—running repairs—[C. II-2310].				Goods wagons—workshop repairs. [C. II..2320.]			
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of working expenses.
	128	129	130	131	132	133	134	135
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur.	11,49,085	3·45	1·25	1·76	29,91,422	8·97	3·26	4·58
Bombay, Baroda and Central India.	4,76,558	3·73	1·11	1·12	9,58,441	7·49	2·23	2·25
Eastern Bengal.	2,20,738	2·33	0·45	0·66	6,10,058	6·43	1·23	1·83
East Indian.	22,83,312	3·19	1·08	1·76	34,25,796	4·77	1·63	2·64
Great Indian Peninsula.	10,31,148	3·01	0·83	1·14	14,86,803	4·34	1·20	1·65
Madras and Southern Mahratta.	1,59,310	1·26	0·36	0·55	6,52,621	5·17	1·46	2·24
Nizam's State.	56,452	1·28	0·44	0·82	1,30,178	3·16	1·01	1·89
North Western.	11,47,886	2·88	0·73	0·99	25,21,156	6·33	1·60	2·17
South Indian.	28,082	0·87	0·10	0·25	1,48,510	4·59	0·54	1·31
3′ 3⅜″ Gauge.								
Assam-Bengal.	67,011	0·98	0·20	0·40	3,29,203	4·83	0·99	1·99
Bengal and North-Western.	1,69,084	1·29	0·28	0·88	3,74,977	2·85	0·63	1·96
Bombay, Baroda and Central India.	2,56,412	1·69	0·46	0·85	6,24,360	4·11	1·12	2·06
Eastern Bengal	1,36,386	1·74	0·45	0·81	3,36,401	4·29	1·10	2·00
Jodhpur.	33,164	0·79	0·24	0·49	1,16,788	2·79	0·83	1·71
Madras and Southern Mahratta.	81,787	0·90	0·18	0·43	2,74,785	3·03	0·61	1·42
Mysore State.	16,932	0·95	0·12	0·33	42,658	2·39	0·30	0·83
Nizam's State.	54,041	2·92	0·47	1·07	83,159	4·60	0·73	1·64
Rohilkund and Kumaon.	‡90,531	‡4·12	‡0·66	‡2·21	*	*	*	*
South Indian.	30,850	0·40	0·05	0·12	1,80,809	2·32	0·29	0·69
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur.	52,427	2·47	0·43	1·05	1,08,215	5·11	0·89	2·16
Bombay, Baroda and Central India.	32,293	15·0	1·14	3·86	639	0·30	0·02	0·07
Eastern Bengal.	509	4·58	0·06	0·41	78	0·70	0·01	0·06
Great Indian Peninsula.	15,709	5·58	0·56	3·67	10,202	3·62	0·36	2·38
Mysore State.	841	0·92	0·05	0·36	2,119	2·31	0·14	0·90
North-Western.	29,073	3·01	0·43	0·51	70,608	7·31	1·04	1·23
South Indian.	195	0·26	0·01	0·05	649	0·85	0·05	0·15

*Includes Running repairs also.
‡Includes Workshop repairs also.

Class I Railways for the year 1938-39—contd.

AND WAGON STOCK—*contd.*

Equipment—(C. II-2500).				Total Repairs and Maintenance—(C-II).				Railway.
Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
136	137	138	139	140	141	142	143	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
1,31,930	0·30	0·14	0·20	60,29,934	14·0	6·57	9·24	B. N.
1,07,504	0·54	0·25	0·25	29,03,212	14·5	6·74	6·81	B. B. & C. I.
41,176	0·23	0·08	0·13	18,56,859	10·6	3·74	5·58	E. B.
2,96,059	0·26	0·14	0·22	98,01,898	9·80	4·66	7·54	E. I.
2,07,110	0·39	0·17	0·22	50,99,643	9·71	4·12	5·64	G. I. P.
90,540	0·49	0·20	0·31	17,36,644	9·28	3·83	5·98	M. & S. M.
10,032	0·17	0·07	0·14	3,67,865	6·51	2·86	5·34	N. S.
4,99,678	0·76	0·32	0·43	78,95,207	12·0	5·00	6·78	N. W.
14,334	0·21	0·05	0·13	4,26,763	6·19	1·55	3·78	S. I.
								3′ 3¾″ Gauge.
15,007	0·12	0·04	0·09	9,16,972	7·30	2·76	5·53	A. B.
24,162	0·11	0·04	0·13	10,60,122	4·72	1·77	5·54	B. & N. W.
1,31,893	0·55	0·24	0·44	21,67,082	8·99	3·90	7·16	B. B. & C. I.
18,669	0·13	0·06	0·11	12,71,826	9·08	4·17	7·56	E. B.
12,720	0·20	0·09	0·19	4,74,720	7·38	3·36	6·96	Jodhpur.
34,915	0·24	0·08	0·18	8,02,020	5·43	1·77	4·16	M. & S. M.
7,934	0·24	0·06	0·16	1,47,948	4·44	1·05	2·89	M. S.
7,082	0·22	0·06	0·15	2,92,421	8·92	2·56	5·79	N. S.
5,410	0·14	0·04	0·13	2,03,250	5·25	1·49	4·95	R. & K.
38,537	0·20	0·06	0·15	7,20,661	3·81	1·14	2·76	S. I.
								2′ 6″ & 2′ 0″ Gauges.
1,507	0·03	0·01	0·03	4,09,576	9·30	3·36	8·17	B. N.
325	0·06	0·01	0·04	65,706	11·7	2·32	7·85	B. B. & C. I.
5	0·00	0·00	0·01	4,891	3·79	0·59	3·96	E. B.
174	0·03	0·01	0·04	38,219	5·75	1·36	8·93	G. I. P.
394	0·18	0·03	0·17	7,344	3·41	0·48	3·12	M. S.
8,705	0·49	0·13	0·15	3,12,960	17·8	4·63	5·46	N. W.
590	0·21	0·04	0·14	8,029	2·85	0·60	1·87	S. I.

30—*Analysis of operating expenses of*

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Total Operating Expenses—(C. III).				Appropriation to depreciation	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.
	144	145	146	147	148	149
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	5,63,546	1·31	0·62	0·86	45,71,840	10·6
Bombay, Baroda and Central India	4,16,683	2·08	0·97	0·98	40,87,273	20·4
Eastern Bengal	3,87,665	2·21	0·78	1·16	15,35,774	8·76
East Indian	17,40,045	1·74	0·83	1·34	76,87,578	7·68
Great Indian Peninsula	14,13,573	2·69	1·14	1·56	45,55,689	8·67
Madras and Southern Mahratta	1,73,987	0·93	0·38	0·60	12,35,288	6·60
Nizam's State	83,336	1·47	0·65	1·21	†	†
North Western	11,08,539	1·68	0·70	0·95	51,65,524	7·84
South Indian	1,30,208	1·89	0·47	1·15	4,88,329	7·08
3′ 3⅜″ Gauge.						
Assam Bengal	1,07,324	0·85	0·33	0·64	5,52,436	4·40
Bengal and North Western	1,34,260	0·60	0·23	0·70	3,17,326	1·41
Bombay, Baroda and Central India	3,24,888	1·35	0·58	1·07	15,84,058	6·57
Eastern Bengal	1,66,491	1·19	0·55	0·99	7,52,185	5·37
Jodhpur	41,680	0·65	0·29	0·61	98,685	1·53
Madras and Southern Mahratta	1,18,339	0·80	0·26	0·61	7,49,568	5·08
Mysore State	78,822	2·37	0·56	1·54	4,69,149	†
Nizam's State	56,125	1·71	0·49	1·11	†	†
Rohilkund and Kumaon	42,546	1·10	0·31	1·04	78,350	2·02
South Indian	2,85,491	1·51	0·45	1·09	14,76,235	7·81
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	86,371	1·96	0·71	1·72	1,83,492	4·17
Bombay, Baroda and Central India	13,425	2·38	0·47	1·60	6,161	1·09
Eastern Bengal	2,861	2·22	0·34	2·32	3,208	2·48
Great Indian Peninsula	14,459	2·18	0·51	3·38	..	..
Mysore State	3,916	1·82	0·25	1·66	16,957	†
North Western	76,848	4·37	1·14	1·34	1,75,287	9·96
South Indian	7,664	2·72	0·58	1·78	18,988	6·73

†Information not available.

Class I Railways for the year 1938-39—contd.

AND WAGON STOCK—*concld.*

RESERVE FUND—(C. IV).		TOTAL WORKING EXPENSES—ABSTRACT C.				Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
150	151	152	153	154	155	
As.		Rs.	Rs.	As.		5′, 6″ GAUGE.
4·98	7·00	1,18,00,309	27·4	12·9	18·1	B. N.
9·48	9·59	77,78,117	38·8	18·0	18·3	B. B. & C. I.
3·10	4·62	41,46,695	23·7	8·36	12·5	E. B.
3·65	5·91	2,03,66,856	20·4	9·68	15·7	E. I.
3·68	5·04	1,21,32,832	23·1	9·80	13·4	G. I. P.
2·72	4·26	34,66,998	18·5	7·64	12·0	M. & S. M.
†	†	*5,45,852	9·66	4·25	7·93	N. S.
3·27	4·44	1,54,31,389	23·4	9·77	13·3	N. W.
1·77	4·32	10,97,195	15·9	3·98	9·71	S. I.
						3′ 3¾″ GAUGE.
1·66	3·33	,30,774	13·8	5·21	10·4	A. B.
0·52	1·66	16,25,499	7·24	2·71	8·49	B. & N. W.
2·85	5·23	46,90,488	19·5	8·43	15·5	B. B. & C. I.
2·46	4·47	23,41,711	16·7	7·67	13·9	E. B.
0·60	1·44	7,34,335	11·4	5·18	10·8	Jodhpur.
1·65	3·88	18,49,367	12·5	4·08	9·58	M. & S. M.
3·32	9·15	7,27,291	7·75	5·15	14·2	M. S.
†	†	*4,17,032	12·7	3·65	8·25	N. S.
0·57	1·91	3,55,081	9·16	2·60	8·65	R. & K.
2·33	5·64	26,04,421	13·8	4·11	9·95	S. I.
						2′ 6″ & 2′ 0″ GAUGES.
1·50	3·66	7,19,160	16·3	5·89	14·3	B. N.
0·22	0·74	90,073	16·0	3·18	10·8	B. B. & C. I.
0·39	2·60	11,720	9·08	1·41	9·49	E. B.
..	..	52,992	7·98	1·88	12·4	G. I. P.
1·09	7·21	29,775	5·96	1·92	12·7	M. S.
2·59	3·06	6,06,697	34·5	8·98	10·6	N. W.
1·43	4·41	36,348	12·9	2·74	8·44	S. I.

*Excluding Depreciation or Replacements and Renewals as the case may be.
† Information not available.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES OF

Railway.	General Administration—(E. I.).			Total Repairs and maintenance (E. II.).			Station Staff—(E. III. 3102.)		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	156	157	158	159	160	161	162	163	164
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	13,86,060	1·51	2·12	1,53,673	0·17	0·23	42,44,932	4·63	6·50
Bombay, Baroda and Central India	8,03,881	1·36	1·89	1,44,475	0·24	0·34	37,94,502	6·43	8·91
Eastern Bengal	7,51,937	1·52	2·26	79,460	0·16	0·24	31,88,799	6·43	9·58
East Indian	22,65,539	1·08	1·74	3,17,649	0·15	0·24	1,01,32,660	4·82	7·79
Great Indian Peninsula	15,46,979	1·07	1·71	1,98,371	0·14	0·22	63,44,090	4·39	7·02
Madras and Southern Mahratta	4,66,936	1·03	1·61	70,363	0·16	0·24	21,37,666	4·72	7·36
Nizam's State (*a*)	1,69,921	1·32	2·47	5,947	0·05	0·09	4,40,514	3·43	6·40
North Western	21,13,926	1·34	1·82	2,13,261	0·14	0·18	1,08,13,960	6·85	9·29
South Indian	1,76,382	0·64	1·56	13,584	0·05	0·12	6,11,514	2·22	5·41
3′ 3-3/8″ Gauge.									
Assam-Bengal	3,99,106	1·20	2·41	19,131	0·06	0·11	11,15,776	3·36	6·73
Bengal and North-Western	4,14,890	0·69	2·17	35,990	0·06	0·19	14,77,895	2·47	7·72
Bombay, Baroda and Central India	5,32,674	0·96	1·76	68,019	0·12	0·22	21,93,313	3·94	7·25
Eastern Bengal	3,99,913	1·31	2·38	30,891	0·10	0·18	13,59,936	4·45	8·08
Jodhpur	1,63,729	1·15	2·40	32,167	0·23	0·47	3,45,277	2·44	5·06
Madras and Southern Mahratta	3,17,410	0·70	1·64	36,420	0·08	0·19	14,74,587	3·25	7·64
Mysore State	78,636	0·56	1·53	7,181	0·05	0·14	4,59,461	3·26	8·97
Nizam's State (*a*)	1,23,572	1·08	2·44	5,206	0·05	0·10	4,13,346	3·61	8·17
Rohilkund and Kumaon	80,392	0·59	1·96	11,043	0·08	0·27	2,96,341	2·17	7·22
South Indian	4,43,576	0·65	1·70	29,178	0·04	0·11	17,43,015	2·53	6·66
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	63,270	0·52	1·26	5,847	0·04	0·12	3,49,255	2·86	6·96
Bombay, Baroda and Central India	8,479	0·30	1·01	3,615	0·13	0·43	52,669	1·86	6·29
Eastern Bengal	1,768	0·21	1·43	90	0·01	0·07	15,056	1·82	12·2
Great Indian Peninsula	..	..	..	125	0·00	0·03	45,116	1·60	10·5
Mysore State	3,744	0·24	1·60	342	0·02	0·14	21,877	1·41	9·30
North-Western	95,300	1·41	1·66	6,439	0·10	0·12	3,69,960	5·47	6·45
South Indian	14,577	1·10	3·39	813	0·06	0·19	22,530	1·70	5·24

(*a*) Revised classification of Revenue expenditure not introduced in 1938-39.

Class I Railways for the year 1938-39—contd.

TRAFFIC DEPARTMENT—*contd.*

Train Staff and their mileage and overtime—(E. III. 3103 and 3104).			General Operating Staff (Inspectors, Conveyancers, etc.) and Travelling Ticket Examining Staff—(E. III. 3101 and 3105).			Fires, lights and General Stores for stations and traffic yards and water and General Stores in trains.—(E. III. 3201 and 3202).			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
165	166	167	168	169	170	171	172	173	
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
14,29,010	1·56	2·19	3,86,372	0·42	0·60	2,18,865	0·23	0·33	Bengal-Nagpur.
5,76,917	0·98	1·35	2,25,255	0·38	0·53	1,77,870	0·30	0·41	Bombay, Baroda and Central India.
6,27,844	1·26	1·89	3,81,043	0·77	1·15	1,28,279	0·26	0·39	Eastern Bengal.
30,33,916	1·44	2·34	11,48,801	0·54	0·88	5,92,207	0·28	0·45	East Indian.
14,83,917	1·03	1·64	4,45,297	0·31	0·49	4,70,425	0·33	0·52	Great Indian Peninsula.
4,46,871	0·98	1·54	1,46,286	0·32	0·50	1,34,697	0·30	0·47	Madras and Southern Mahratta.
1,22,403	0·95	1·78	47,229	0·37	0·68	56,469	0·44	0·82	Nizam's State(a).
18,69,723	1·18	1·61	6,27,685	0·39	0·54	5,07,769	0·32	0·44	North Western.
1,99,851	0·73	1·77	1,05,611	0·38	0·93	49,229	0·18	0·44	South Indian.
									3′ 3-3/8″ Gauge.
2,55,196	0·77	1·54	1,42,908	0·43	0·86	33,510	0·10	0·20	Assam Bengal.
4,31,895	0·72	2·26	1,46,186	0·24	0·77	97,841	0·16	0·51	Bengal and North Western.
5,67,915	1·02	1·88	1,98,456	0·36	0·65	1,24,022	0·22	0·41	Bombay, Baroda and Central India.
3,32,626	1·09	1·97	2,12,509	0·70	1·27	79,248	0·25	0·47	Eastern Bengal.
1,04,697	0·74	1·53	38,628	0·27	0·57	38,624	0·28	0·57	Jodhpur.
4,00,355	0·89	9·07	1,15,313	0·25	0·60	85 890	0·19	0·45	Madras and Southern Mahratta.
1,02,565	0·73	2·00	18,690	0·13	0·36	83,824	0·59	1·64	Mysore State.
1,12,150	0·98	2·22	36,936	0·32	0·73	56,733	0·50	1·12	Nizam's State(a).
68,610	0·50	1·67	21,982	0·16	0·54	87,098	0·64	2·12	Rohilkund and Kumaon.
4,63,392	0·67	1·78	2,84,099	0·41	1·08	96,646	0·14	0·37	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
1,53,325	1·26	3·06	19,851	0·16	0·40	19,201	0·16	0·38	Bengal Nagpur.
10,087	0·36	1·21	2,945	0·10	0·35	1,843	0·06	0·22	Bombay, Baroda and Central India.
418	0·05	0·34	1,122	0·14	0·91	43	0·00	0·04	Eastern Bengal.
9,236	0·33	2·16	2,620	0·09	0·62	1,409	0·05	0·33	Great Indian Peninsula.
4,849	0·31	2·06	890	0·06	0·38	3,992	0·26	1·70	Mysore State.
61,921	0·92	1·08	30,734	0·46	0·53	31,330	0·47	0·55	North Western.
12,302	0·92	2·86	7,251	0·55	1·69	1,265	0·09	0·29	South Indian.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES OF

Railway.	Clothing—(E. III. 3203).			Stationery, Forms and Tickets—(E. III. 3204).			Compensation for goods, etc., lost or damaged—(E. III. 3700).		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	174	175	176	177	178	179	180	181	182
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	86,038	0·09	0·13	1,52,134	0·17	0·23	36,501	0·04	0·06
Bombay, Baroda and Central India	51,556	0·09	0·12	2,39,672	0·40	0·56	27,052	0·04	0·06
Eastern Bengal	38,004	0·08	0·11	2,08,962	0·42	0·63	20,767	0·04	0·06
East Indian	3,40,394	0·16	0·26	3,08,039	0·15	0·24	78,843	0·04	0·06
Great Indian Peninsula	64,546	0·04	0·07	2,95,760	0·21	0·33	88,480	0·06	0·10
Madras and Southern Mahratta	31,569	0·07	0·11	1,12,326	0·25	0·39	25,866	0·06	0·09
Nizam's State	10,217	0·08	0·15	40,960	0·32	0·60	2,902	0·02	0·04
North Western	2,09,022	0·13	0·18	5,04,569	0·32	0·43	63,866	0·04	0·05
South Indian	7,271	0·03	0·06	89,243	0·33	0·79	6,216	0·02	0·06
3′ 3⅜″ Gauge.									
Assam-Bengal	12,283	0·04	0·07	77,503	0·23	0·47	8,536	0·03	0·05
Bengal and North-Western	52,810	0·09	0·28	1,10,177	0·18	0·58	12,206	0·02	0·06
Bombay, Baroda and Central India	34,449	0·06	0·11	1,15,541	0·21	0·38	19,686	0·04	0·07
Eastern Bengal	20,932	0·07	0·13	1,09,723	0·36	0·65	11,866	0·04	0·07
Jodhpur	18,282	0·13	0·27	42,453	0·30	0·62	1,734	0·01	0·03
Madras and Southern Mahratta	12,552	0·03	0·06	1,41,467	0·31	0·73	14,839	0·03	0·08
Mysore State	12,293	0·09	0·24	70,344	0·50	1·37	2,440	0·02	0·05
Nizam's State	7,269	0·06	0·14	29,729	0·26	0·59	3,002	0·03	0·06
Rohilkund and Kumaon	10,536	0·08	0·26	30,909	0·23	0·75	2,224	0·01	0·05
South Indian	21,952	0·03	0·08	1,89,088	0·28	0·72	4,514	0·01	0·02
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	6,945	0·06	0·14	4,046	0·03	0·08	..	..	..
Bombay, Baroda and Central India	625	0·02	0·07	7,258	0·26	0·86	57	0·00	0·01
Eastern Bengal	..	..	..	663	0·08	0·54	4	0·00	0·00
Great Indian Peninsula	83	0·00	0·02	123	0·00	0·03	..	..	..
Mysore State	585	0·04	0·25	3,349	0·22	1·42	116	0·01	0·05
North-Western	7,365	0·11	0·13	20,481	0·30	0·36	2,766	0·04	0·05
South Indian	225	0·02	0·05	4,408	0·33	1·02	..	..	..

Class I Railways for the year 1938-39—contd.

TRAFFIC DEPARTMENT—*concld.*

Total Operating Expenses—(E. III.).			Total Working Expenses—Abstract E.			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
183	184	185	186	187	188	
Rs.	As.		Rs.	As.		5′ 6″ Gauge.
87,27,098	9·51	13·4	1,02,66,831	11·2	15·7	Bengal-Nagpur.
56,62,919	9·59	13·3	66,11,275	11·2	15·5	Bombay, Baroda and Central India
55,29,841	11·2	16·6	63,61,238	12·8	19·1	Eastern Bengal.
2,01,55,222	9·58	15·5	2,27,38,410	10·8	17·5	East Indian.
97,96,373	6·77	10·8	1,15,41,723	7·98	12·8	Great Indian Peninsula.
33,48,576	7·38	11·5	38,85,875	8·57	13·4	Madras and Southern Mahratta.
9,35,813	7·28	13·6	11,11,681	8·65	16·2	Nizam's State.
1,35,42,550	8·57	11·6	1,58,69,737	10·1	13·6	North Western.
11,35,846	4·13	10·1	13,25,812	4·82	11·7	South Indian.
						3′ 3-3/8″ Gauge.
15,87,673	4·78	9·57	20,05,910	6·04	12·1	Assam-Bengal.
28,82,420	4·81	15·1	33,33,300	5·56	17·4	Bengal and North-Western.
41,59,784	7·48	13·7	47,60,477	8·56	15·7	Bombay, Baroda and Central India.
25,53,945	8·37	15·2	29,84,749	9·78	17·7	Eastern Bengal.
7,65,135	5·41	11·2	9,61,031	6·79	14·1	Jodhpur.
23,25,953	5·12	12·1	26,79,783	5·90	13·9	Madras and Southern Mahratta.
7,76,814	5·50	15·2	8,62,631	6·11	16·8	Mysore State.
7,13,250	6·23	14·1	8,42,028	7·36	16·7	Nizam's State.
3,24,960	2·38	7·91	4,16,395	3·05	10·1	Rohilkund and Kumaon.
28,43,122	4·13	10·9	33,15,876	4·82	12·7	South Indian.
						2′ 6″ and 2′ 0″ Gauges.
5,92,484	4·86	11·8	6,61,601	5·42	13·2	Bengal Nagpur.
1,30,680	4·61	15·6	1,42,774	5·04	17·0	Bombay, Baroda and Central India.
17,739	2·14	14·4	19,597	2·36	15·9	Eastern Bengal.
65,010	2·30	15·2	65,135	2·30	15·2	Great Indian Peninsula.
36,954	2·39	15·7	41,040	2·65	17·4	Mysore State.
5,78,529	8·56	10·1	6,80,268	10·1	11·9	North-Western.
48,099	3·62	11·2	63,489	4·78	14·8	South Indian.

30.—*Analysis of operating expenses of*

TABLE F.—EXPENSES OF

Railway.	General Administration, London Boards and Charges in India for Government supervision, control and audit (F. I. 1100 and 1200).			General Manager's and Divisional Superintendent's Offices—(F. I. 1300).			Accounts and Audit Department—(F. I. 1400).		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses	Total amount.	Per train mile.	Percentage of total working expenses.
	189	190	191	192	193	194	195	196	197
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	2,92,733	0·32	0·45	4,45,576	0·49	0·68	12,43,515	1·35	1·91
Bombay, Baroda and Central India	1,94,299	0·33	0·46	3,29,041	0·56	0·77	7,50,840	1·27	1·76
Eastern Bengal	..	..	..	3,89,785	0·79	1·17	6,50,062	1·31	1·95
East Indian	..	..	..	13,15,568	0·63	1·01	27,00,275	1·28	2·08
Great Indian Peninsula	..	..	..	2,48,908	0·17	0·28	16,46,725	1·14	1·82
Madras and Southern Mahratta	1,88,046	0·42	0·65	2,12,422	0·47	0·73	5,29,073	1·16	1·82
Nizam's State (*a*)	1,04,029	0·81	1·51	1,37,621	1·07	2·00	2,01,364	1·57	2·93
North Western	..	..	..	11,18,293	0·71	0·96	25,76,960	1·63	2·22
South Indian	96,202	0·35	0·85	1,07,028	0·39	0·95	2,65,994	0·97	2·35
3′ 3·3/8″ Gauge.									
Assam-Bengal	1,99,969	0·51	1·02	1,58,703	0·48	0·96	2,92,150	0·88	1·76
Bengal and North-Western	2,44,104	0·41	1·27	1,20,907	0·20	0·63	4,64,387	0·76	2·43
Bombay, Baroda and Central India	2,28,985	0·41	0·76	2,39,574	0·43	0·79	5,46,404	0·98	1·81
Eastern Bengal	..	..	..	2,07,354	0·68	1·23	3,45,814	1·13	2·06
Jodhpur	..	..	..	77,643	0·55	1·14	1,97,615	1·40	2·89
Madras and Southern Mahratta	1,98,578	0·44	1·03	1,36,741	0·30	0·71	3,93,156	0·87	2·04
Mysore State	14,282	0·10	0·28	49,907	0·35	0·97	1,23,543	0·88	2·42
Nizam's State (*a*)	75,350	0·66	1·50	1,00,217	0·88	1·98	1,46,138	1·28	2·89
Rohilkund and Kumaon	80,838	0·58	1·97	48,534	0·36	1·18	1,31,406	0·96	3·20
South Indian	2,23,534	0·33	0·86	1,92,911	0·28	0·74	5,10,524	0·74	1·95
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	97,039	0·80	1·94	15,235	0·12	0·31			
Bombay, Baroda and Central India	5,783	0·20	0·69	9,123	0·32	1·09	49,654	0·41	0·99
Eastern Bengal	..	..	..	1,427	0·17	1·15	23,778	0·84	2·84
Great Indian Peninsula	..	..	..	..	..	..	2,378	0·29	1·93
Mysore State	698	0·05	0·29	2,439	0·16	1·04	..	..	..
North-Western	..	..	..	15,378	0·23	0·27	6,039	0·39	2·57
South Indian	8,486	0·64	1·97	1,295	0·09	0·30	34,868	0·51	0·61
							4,810	0·36	1·12

(*a*) Revised classification of Revenue expenditure not introduced in 1938-39.

Class I Railway for the year 1938-39—contd.

GENERAL DEPARTMENT.

Stores Department—(F. I. 1500).			Medical Department—(F. I. 1700).			Police—(F. I. 1800).			Railway.
Total amount.	Per-train mile.	Percentage of Total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train. mile.	Percentage of total working expenses.	
198	199	200	201	202	203	204	205	206	
									5′ 6″ Gauge.
Rs.	As.		Rs.	As.		Rs.	As.		
6,46,694	0·70	0·99	5,70,136	0·62	0·87	5,47,667	0·60	0·84	Bengal-Nagpur.
4,31,695	0·73	1·01	2,76,959	0·47	0·65	4,72,802	0·80	1·11	Bombay, Baroda and Central India.
2,74,481	0·55	0·83	3,00,341	0·60	0·90	3,94,805	0·80	1·19	Eastern Bengal.
12,14,545	0·58	0·94	8,07,972	0·38	0·62	11,07,302	0·53	0·85	East Indian.
7,32,229	0·51	0·81	6,11,660	0·42	0·68	8,67,479	0·60	0·96	Great Indian Peninsula.
2,48,895	0·55	0·85	2,41,574	0·53	0·83	3,41,414	0·75	1·18	Madras and Southern Mahratta.
1,00,404	0·78	1·46	85,989	0·67	1·25	95,977	0·75	1·39	Nizam's State (*a*).
9,84,945	0·62	0·85	7,26,107	0·46	0·62	13,65,720	0·87	1·17	North Western.
1,43,150	0·52	1·27	85,295	0·31	0·76	1,00,519	0·37	0·89	South Indian.
									3′ 3¼″ Gauge.
1,01,505	0·31	0·61	2,03,755	0·61	1·23	1,28,238	0·39	0·77	Assam-Bengal.
68,880	0·12	0·36	1,91,827	0·32	1·00	1,67,408	0·28	0·87	Bengal and North-Western.
2,82,062	0·51	0·93	2,69,364	0·48	0·89	4,66,151	0·84	1·54	Bombay, Baroda and Central India.
1,46,016	0·48	0·87	1,59,772	0·52	0·95	2,22,473	0·73	1·32	Eastern Bengal.
81,713	0·58	1·20	35,985	0·25	0·53	37,422	0·26	0·55	Jodhpur.
1,46,608	0·32	0·75	1,73,874	0·38	0·90	1,79,526	0·39	0·93	Madras and Southern Mahratta.
45,711	0·32	0·89	30,634	0·22	0·59	26,231	0·19	0·51	Mysore State.
72,052	0·63	1·43	65,394	0·57	1·29	1,04,184	0·91	2·06	Nizam's State (*a*).
19,952	0·15	0·49	34,222	0·25	0·83	38,507	0·28	0·94	Rohilkund and Kumaon.
2,69,928	0·39	1·03	1,93,696	0·28	0·74	2,04,544	0·30	0·78	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
22,069	0·18	0·44	40,175	0·33	0·80	54,767	0·45	1·09	Bengal Nagpur.
2,115	0·07	0·25	2,432	0·09	0·29	12,746	0·45	1·52	Bombay, Baroda and Central India.
1,004	0·12	0·81	1,099	0·13	0·89	923	0·11	0·75	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
2,234	0·14	0·95	1,497	0·09	0·64	1,282	0·08	0·54	Mysore State.
12,674	0·19	0·22	31,219	0·46	0·54	62,670	0·93	1·09	North-Western.
3,512	0·27	0·82	3,327	0·25	0·77	1,959	0·15	0·46	South Indian.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT—*concld.*

Railway.	Total General Administration—(F. I.).			Total Repairs and Maintenance—(F. II.).			Total Working Expenses—Abstract F.		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	207	208	209	210	211	212	213	214	215
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	39,10,975	4·26	5·99	39,095	0·04	0·06	39,50,070	4·30	6·05
Bombay, Baroda and Central India	25,69,563	4·35	6·03	20,653	0·04	0·05	25,90,216	4·39	6·08
Eastern Bengal	20,98,739	4·23	6·31	28,476	0·06	0·08	21,27,215	4·29	6·39
East Indian	73,33,606	3·48	5·64	53,827	0·03	0·04	73,87,433	3·51	5·68
Great Indian Peninsula	43,15,135	2·98	4·78	33,708	0·02	0·03	43,48,843	3·00	4·81
Madras and Southern Mahratta	18,65,621	4·11	6·42	13,541	0·03	0·05	18,79,162	4·14	6·47
Nizam's State	7,93,911	6·18	11·5	*63,541	0·49	0·92	8,57,452	6·67	12·5
North Western	69,83,905	4·42	6·00	46,422	0·03	0·04	70,30,327	4·45	6·04
South Indian	8,18,822	2·98	7·25	2,807	0·01	0·02	8,21,629	2·99	7·27
3′ 3⅜″ Gauge.									
Assam-Bengal	10,90,723	3·29	6·57	3,085	0·00	0·02	10,93,808	3·29	6·59
Bengal and North-Western	12,84,607	2·14	6·71	29,893	0·05	0·16	13,14,500	2·19	6·87
Bombay, Baroda and Central India	21,09,102	3·79	6·97	4,850	0·01	0·01	21,13,952	3·80	6·98
Eastern Bengal	11,13,374	3·65	6·62	634	0·00	0·00	11,14,008	3·65	6·62
Jodhpur	4,51,650	3·19	6·62	1,552	0·01	0·02	4,53,202	3·20	6·64
Madras and Southern Mahratta	12,96,761	2·85	6·71	3,170	0·01	0·02	12,99,931	2·86	6·73
Mysore State	3,18,128	2·25	6·21	..	..	..	3,18,128	2·25	6·21
Nizam's State	6,19,388	5·42	12·3	†1,12,853	0·99	2·23	7,32,241	6·41	14·5
Rohilkund and Kumaon	3,74,437	2·74	9·12	8,448	0·06	0·20	3,82,885	2·80	9·32
South Indian	16,61,044	2·41	6·35	6,895	0·01	0·03	16,67,939	2·42	6·38
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	2,84,559	2·33	5·68	..	..	..	2,84,559	2·33	5·68
Bombay, Baroda and Central India	58,182	2·05	6·95	..	..	..	58,182	2·05	6·95
Eastern Bengal	7,050	0·85	5·71	..	..	..	7,050	0·85	5·71
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
Mysore State	15,549	1·00	6·61	..	..	..	15,549	1·00	6·61
North-Western	1,59,538	2·36	2·78	655	0·01	0·01	1,60,193	2·37	2·79
South Indian	24,447	1·84	5·68	19	0·00	0·00	24,466	1·84	5·68

*Includes Rs. 60,705 on account of Telegraphs expenditure.

†Includes Rs. 1,10,823 on account of Telegraphs expenditure.

TABLE G.—MISCELLANEOUS EXPENSES.

Total General Administration—(G. 1).			Total Operating Expenses—(G. III).			Total Working Expenses—Abstract G.			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
216	217	218	219	220	221	222	223	224	
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
42,52,864	4·64	6·51	5,14,191	0·56	0·79	47,67,055	5·20	7·30	Bengal-Nagpur.
27,39,506	4·64	6·43	82,979	0·14	0·20	28,22,485	4·78	6·63	Bombay, Baroda and Central India.
22,30,077	4·50	6·70	2,01,216	0·40	0·61	24,31,293	4·90	7·31	Eastern Bengal.
82,28,120	3·91	6·33	6,52,375	0·31	0·50	88,80,495	4·22	6·83	East Indian.
53,28,898	3·69	5·89	3,03,859	0·21	0·34	56,32,757	3·90	6·23	Great Indian Peninsula.
19,87,010	4·38	6·84	3,00,856	0·67	1·03	22,87,866	5·05	7·87	Madras and Southern Mahratta.
4,25,292	3·31	6·18	15,086	0·12	0·22	4,40,378	3·43	6·40	Nizam's State (a).
61,48,227	3·90	5·28	5,10,263	0·32	0·44	66,58,490	4·22	5·72	North Western.
7,13,645	2·59	6·32	82,645	0·30	0·73	7,96,290	2·89	7·05	South Indian.
									3′ 3½″ Gauge.
8,04,365	2·42	4·85	1,46,568	0·44	0·88	9,50,933	2·86	5·73	Assam-Bengal.
8,04,998	1·34	4·21	1,975	0·00	0·01	8,06,973	1·34	4·22	Bengal and North Western.
21,43,817	3·85	7·08	37,719	0·07	0·13	21,81,536	3·92	7·21	Bombay, Baroda and Central India.
9,14,532	3·00	5·44	52,138	0·17	0·31	9,66,670	3·17	5·75	Eastern Bengal.
2,50,463	1·77	3·67	4,00,082	2·83	5·87	6,50,545	4·60	9·54	Jodhpur.
10,57,311	2·33	5·48	1,71,717	0·38	0·89	12,29,028	2·71	6·37	Madras and Southern Mahratta.
2,15,750	1·53	4·21	20,635	0·15	0·40	2,36,385	1·68	4·61	Mysore State.
3,15,476	2·76	6·24	10,398	0·09	0·21	3,25,874	2·85	6·45	Nizam's State (a).
1,79,278	1·31	4·37	..	..	..	1,79,278	1·31	4·37	Rohilkund and Kumaon.
17,64,115	2·56	6·74	2,74,176	0·40	1·05	20,38,291	2·96	7·79	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
1,55,097	1·27	3·09	2,727	0·02	0·05	1,57,824	1·29	3·14	Bengal-Nagpur.
14,369	0·50	1·72	..	..	..	14,369	0·50	1·72	Bombay, Baroda and Central India.
5,095	0·61	4·12	35	0·01	0·03	5,130	0·62	4·15	Eastern Bengal.
7,972	0·28	1·86	..	..	..	7,972	0·28	1·86	Great Indian Peninsula.
9,635	0·62	4·09	941	0·06	0·40	10,576	0·68	4·49	Mysore State.
2,40,902	3·56	4·20	6,633	0·10	0·12	2,47,535	3·66	4·32	North Western.
11,171	0·84	2·60	654	0·05	0·15	11,825	0·89	2·75	South Indian.

(a) Revised classification of Revenue expenditure not introduced in 1938-39.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES OF

Railway.	General Administration—(H. I.)				Electric Traction—Sub-Stations, overhead equipment, etc.,—Running and Workshop repairs—(H. II 2110 and 2120).			
	Total amount.	Per 1,000 vehicle mile.	Per train mile.	Percentage of total working expenses.	Total amont.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	225	226	227	228	229	230	231	232
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	3,31,091	0·77	0·36	0·51	..	..	..	..
Bombay, Baroda and Central India	4,53,544	2·08	0·77	1·06	46,132	2·56	0·29	0·11
Eastern Bengal	1,79,290	1·02	0·36	0·54	..	..	..	..
East Indian	8,24,240	0·39	0·82	0·64	..	..	..	..
Great Indian Peninsula	11,07,904	9·44	2·16	1·22	4,19,331	5·88	1·24	0·47
Madras and Southern Mahratta	2,58,003	1·38	0·57	0·90	..	..	..	..
Nizam's State(a)	..	..	..	..	..	..	..	..
North Western	5,82,944	0·89	0·37	0·50	..	..	..	..
South Indian	72,639	1·11	0·28	0·64	..	..	..	..
3′ 3⅜″ Gauge.								
Assam Bengal	1,02,874	0·82	0·31	0·62	..	..	..	..
Bengal and North Western	64,933	0·29	0·11	0·34	..	..	..	..
Bombay, Baroda and Central India	2,24,600	0·93	0·40	0·74	..	..	..	..
Eastern Bengal	87,706	0·63	0·29	0·52	..	..	..	..
Jodhpur	4,800	0·07	0·03	0·07	..	..	..	..
Madras and Southern Mahratta	1,67,647	1·14	0·37	0·87	..	..	..	..
Mysore State	5,884	0·18	0·04	0·11	..	..	..	..
Nizam's State(a)	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	33,172	0·86	0·24	0·81	..	..	..	..
South Indian	2,20,458	1·13	0·32	0·84	20,223	2·87	0·34	0·08
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	2,017	0·05	0·02	0·04	..	..	..	..
Bombay, Baroda and Central India	77	0·01	0·00	0·01	..	..	..	..
Eastern Bengal	36	0·03	0·00	0·03	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	288	0·13	0·02	0·12	..	..	..	..
North Western	12,558	0·71	0·18	0·22	..	..	..	..
South Indian	3,855	1·37	0·29	0·90	..	..	..	..

(a) Revised classification of Revenue expenditure not introduced in 1938-39.

Class I Railways for the year 1938-39—contd.

ELECTRIC DEPARTMENT.

Rolling stock traction equipment—Multiple unit Stock—Running repairs—(H. II 2131).				Rolling Stock traction equipment—Electric Locomotive—Running repairs—(H. II 2132)				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses	
233	234	235	236	237	238	239	240	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
26,254	1·46	0·17	0·06	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	East Indian.
45,450	3·52	0·22	0·05	1,26,890	2·18	1·01	0·14	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State (*a*)
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3⅜″ GAUGE.
..	..	..	..	..	..	..	..	Assam Bengal.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State (*a*).
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
29,664	4·21	0·53	0·11	3,009	0·43	0·65	0·01	South Indian.
								2′ 6″ AND 2′ 0″ GAUGES.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Rolling Stock traction equipment—Battery Locomotive—Running repairs—(H. II. 2133).				Rolling Stock traction equipment—Multiple unit Stock—Workshop repairs—(H. II. 2134).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total woring expenses.
	241	242	243	244	245	246	247	248
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	3,068	0·17	0·02	0·01	71,914	3·99	0·45	0·17
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	1,90,168	14·7	0·91	0·20
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3⅜″ Gauge.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	6,712	0·95	0·12	0·03
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..

Class I Railways for the year 1938-39—contd.

OF ELECTRIC DEPARTMENT—*contd.*

Rolling Stock traction equipment—Electric Locomotive—Workshop repairs—(H. II. 2135).				Rolling Stock traction equipment—Battery Locomotive—Workshops repairs—(H. II. 2136).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
249	250	251	252	253	254	255	256	
Rs.	Rs.	As.		Rs	Rs.	As.		5′ 6″ GAUGE.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
..	..	..	..	735	0·04	0·00	0·00	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	East Indian.
77,135	1·32	0·61	0·09	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3⅜″ GAUGE.
..	..	..	..	..	..	..	..	Assam Bengal.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
336	0·05	0·07	0·00	..	..	..	..	South Indian.
								2′ 6″ AND 2′ 0″ GAUGES.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Rolling Stock traction equipment—Body Work under Frames, bogies, etc.—Running and Workshop repairs and other items—(H. II. 2140 and 2150).				Total Electric traction and Rolling Stock traction equipment—(H. II. 2100).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle. miles.	Per train mile.	Percentage of total working expenses.
	257	258	259	260	261	262	263	264
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	5,66,261	20·3	2·29	0·86	5,14,364	28·5	3·22	1·21
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	9,38,800	13·2	2·80	1·04	17,97,774	25·2	5·36	1·99
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3½″ Gauge.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	36,100	5·14	0·60	0·14	96,044	13·7	1·59	0·37
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
Soutd Indian	..	..	..	..	..	..	..	..

Class I Railways for the year 1938-39—contd.

OF ELECTRIC DEPARTMENT—*contd.*

Electric General Services—Electric plant and equipment, Miscellaneous equipment and New Minor Works—(H. II. 2200).				Electric Communication Services—Train Movement Instruments and Apparatus. Communication circuits and Apparatus, Miscellaneous equipment and New Minor Works—(H. II. 2300).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
265	266	267	268	269	270	271	272	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
7,62,178	1·77	0·83	1·17	5,16,498	1·19	0·57	0·79	Bengal-Nagpur.
3,95,837	1·81	0·67	0·93	2,20,543	1·01	0·37	0·52	Bombay, Baroda and Central India.
5,52,389	3·16	1·12	1·67	3,93,207	2·24	0·79	1·18	Eastern Bengal.
19,03,191	0·90	1·89	1·47	14,21,514	0·68	1·41	1·09	East Indian.
15,23,218	2·83	1·05	1·69	8,45,508	1·56	0·58	0·93	Great Indian Peninsula.
3,87,919	2·07	0·85	1·34	1,90,293	1·02	0·42	0·65	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
19,89,603	3·02	1·26	1·71	7,06,712	1·07	0·45	0·61	North Western.
1,12,405	1·71	0·44	0·99	83,320	1·26	0·32	0·74	South Indian.
								3′ 3¾″ Gauge.
1,95,829	1·56	0·59	1·18	86,109	0·68	0·26	0·52	Assam Bengal.
2,35,339	1·05	0·39	1·23	1,63,271	0·73	0·27	0·85	Bengal and North Western.
2,96,865	1·23	0·53	0·98	2,76,865	1·15	0·50	0·92	Bombay, Baroda and Central India.
2,62,152	1·87	0·86	1·56	1,89,639	1·36	0·62	1·13	Eastern Bengal.
76,095	1·18	0·54	1·12	1,09,764	1·71	0·78	1·60	Jodhpur.
1,81,514	1·23	0·40	0·94	2,30,535	1·56	0·51	1·19	Madras and Southern Mahratta.
..	..	..	..	51,019	1·53	0·36	1·00	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	32,584	0·84	0·24	0·79	Rohilkund and Kumaon.
3,53,000	1·82	0·51	1·35	1,98,609	1·02	0·29	0·76	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
13,672	0·31	0·11	0·27	51,587	1·17	0·42	1·03	Bengal Nagpur.
899	0·16	0·03	0·11	6,746	1·20	0·24	0·80	Bombay, Baroda and Central India.
..	..	..	..	1,672	1·30	0·20	1·35	Eastern Bengal.
1,296	0·20	0·04	0·30	..	..	..	..	Great Indian Peninsula.
..	..	..	..	2,467	1·15	0·16	1·05	Mysore State.
57,756	3·28	0·85	1·01	76,177	4·33	1·13	1.33	North Western.
2,612	0·93	0·20	0·61	4,933	1·75	0·37	1·14	South Indian.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Total Repairs and Maintenance—(H. II.).				Electric Traction—Running Staff—(H. III. 3110).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	273	274	275	276	277	278	279	280
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	12,78,676	2·96	1·40	1·96	..	..	..	..
Bombay, Baroda and Central India	11,30,744	5·18	1·92	2·66	4,19,472	23·2	2·63	0·99
Eastern Bengal	9,46,596	5·40	1·91	2·85	..	..	..	..
East Indian	33,24,705	1·58	3·30	2·56	..	..	..	..
Great Indian Peninsula	41,66,500	7·74	2·88	4·61	16,38,643	23·0	4·89	1·81
Madras and Southern Mahratta	5,78,212	3·09	1·27	1·99	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	26,96,315	4·09	1·71	2·32	..	..	..	..
South Indian	1,95,725	2·97	0·76	1·73	..	..	..	..
3′ 3⅜″ Gauge.								
Assam Bengal	2,81,938	2·24	0·85	1·70	..	..	..	..
Bengal and North Western	3,98,610	1·78	0·66	2·08	..	..	..	..
Bombay, Baroda and Central India	5,73,730	2·38	1·03	1·90	..	..	..	..
Eastern Bengal	4,51,791	3·23	1·48	2·69	..	..	..	..
Jodhpur	1,85,859	2·89	1·32	2·72	..	..	..	..
Madras and Southern Mahratta	4,12,049	2·79	0·91	2·13	..	..	..	..
Mysore State	51,019	1·53	0·36	1·00	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	32,584	0·84	0·24	0·79	..	..	..	..
South Indian	6,59,968	3·40	0·96	2·52	80,763	11·5	1·34	0·31
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	65,259	1·48	0·53	1·30	..	..	..	..
Bombay, Baroda and Central India	7,045	1·36	0·27	0·91	..	..	..	..
Eastern Bengal	1,672	1·30	0·20	1·35	..	..	..	..
Great Indian Peninsula	1,296	0·20	0·04	0·30	..	..	..	..
Mysore State	2,467	1·15	0·16	1·05	..	..	..	..
North Western	1,33,933	7·61	1·98	2·34	..	..	..	..
South Indian	7,545	2·68	0·57	1·75	..	..	..	..

Class I Railways for the year 1938-39—contd.

OF ELECTRIC DEPARTMENT—*contd.*

Electric traction—Electric current—(H. III. 3140).				Electric traction—Examiners, cleaners, oilers, etc.—(H. III. 3150).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
281	282	283	284	285	286	287	288	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
12,35,086	68·5	7·75	2·90	39,854	2·21	0·25	0·09	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	East Indian.
30,59,151	42·9	9·11	3·39	81,070	1·13	0·24	0·09	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3⅜″ Gauge.
..	..	..	..	..	..	..	..	Assam Bengal.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
1,89,841	27·0	3·15	0·73	10,169	1·45	0·17	0·04	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Electric traction—Oil waste, other stores and Miscellaneous expenses—(H. III. 3160 and 3170).				Total Electric traction—Operating Expenses—(H. III. 3100).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	289	290	291	292	293	294	295	296
5′ 6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	17,287	0·96	0·10	0·04	17,11,699	94·9	10·7	4·02
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	1,00,195	1·41	0·29	0·12	48,79,059	68·5	14·5	5·41
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3⅜″ GAUGE.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	10,611	1·50	0·17	0·04	2,91,384	41·4	4·83	1·12
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..

Class I Railways for the year 1938-39—contd.

OF ELECTRIC DEPARTMENT.—*contd.*

General Services—Supply of energy for Power and Lighting, other operating labour and stores and Miscellaneous expenses—(H.III.-3200).				Communication Services—Train Movement Instruments and Appraratus, Communication circuits and Apparatus and Miscellaneous—(H. III.-3300)'.				Railway.
Total amount.	Per 1,000 vehicles miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicles miles.	Per train mile.	Percentage of total working expenses.	
297	298	299	300	301	302	303	304	
								5′ 6″ GAUGE.
Rs.	Rs.	As.		Rs.	R.	As.		
4,35,177	1·01	0·48	0·67	6,82,014	1·58	0·74	1·04	Bengal-Nagpur.
5,15,163	2·36	0·86	1·21	4,70,600	2·16	0·80	1·10	Bombay, Baroda and Central India.
1,03,987	0·60	0·21	0·31	1,78,871	1·02	0·36	0·54	Eastern Bengal.
13,07,010	0·62	1·30	1·00	9,37,469	0·44	0·93	0·72	East Indian.
8,07,524	1·50	0·56	0·89	11,16,472	2·07	0·77	1·23	Great Indian Peninsula.
1,82,316	0·98	0·40	0·63	1,75,237	0·93	0·38	0·60	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
12,99,036	1·97	0·82	1·12	10,78,506	1·64	0·68	0·92	North Western.
45,954	0·70	0·18	0·41	65,896	1·00	0·26	0·58	South Indian.
								3′ 3-3/8″ GAUGE.
1,70,835	1·36	0·51	1·03	76,045	0·61	0·23	0·46	Assam-Bengal.
1,50,139	0·67	0·25	0·78	1,19,638	0·53	0·20	0·63	Bengal and North-Western.
2,38,082	0·99	0·43	0·78	4,07,875	1·69	0·73	1·35	Bombay, Baroda and Central India.
60,608	0·43	0·20	0·36	98,418	0·70	0·32	0·58	Eastern Bengal.
84,673	1·32	0·59	1·24	65,731	1·02	0·47	0·97	Jodhpur.
69,864	0·47	0·15	0·36	1,46,086	0·99	0·33	0·76	Madras and Southern Mahratta.
..	..	..	..	27,955	0·84	0·20	0·55	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
1,43,148	0·74	0·21	0·55	1,49,364	0·77	0·22	0·57	South Indian.
								2′ 6″ AND 2′ 0″ GAUGES.
8,912	0·20	0·07	0·18	18,603	0·42	0·15	0·37	Bengal Nagpur.
4,370	0·78	0·15	0·52	..	..	..	..	Bombay, Baroda and Central India
..	..	..	..	607	0·47	0·07	0·49	Eastern Bengal.
141	0·02	0·01	0·03	543	0·08	0·02	0·13	Great Indian Peninsula.
..	..	..	..	1,367	0·04	0·09	0·58	Mysore State.
21,002	1·19	0·31	0·37	25,590	1·45	0·38	0·44	North-Western.
27	0·01	0·00	0·01	4,833	1·71	0·36	1·12	South Indian.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Cost of energy supplied for works and purposes not chargeable to Revenue.—(H. III. 3409).				Total Operating Expenses—(H. III).			
	Total amount.	Per 1,000 vehicle miles	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train. mile.	Percentage of total working expenses.
	305	306	307	308	309	310	311	312
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	—2,08,078	—0·48	—0·23	—0·32	9,09,113	2·11	0·99	1·39
Bombay, Baroda and Central India	—1,71,045	—0·78	—0·29	—0·40	25,26,417	11·6	4·27	5·93
Eastern Bengal	..	..	..	..	2,82,858	1·62	0·57	0·85
East Indian	—5,55,373	—0·26	—0·55	—0·43	16,89,106	0·80	1·68	1·29
Great Indian Peninsula	—4,71,879	—0·88	—0·33	—0·52	63,31,176	11·8	4·38	7·01
Madras and Southern Mahratta	..	..	..	..	3,57,553	1·91	0·78	1·23
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	17,85,075	2·71	1·13	1·53
South Indian	..	..	..	..	1,11,850	1·70	0·44	0·99
3′ 3-3/8″ Gauge.								
Assam-Bengal	..	..	..	..	2,46,880	1·97	0·74	1·49
Bengal and North-Western	..	..	..	..	2,69,777	1·20	0·45	1·41
Bombay, Baroda and Central India	—1,11,928	—0·46	—0·20	—0·37	5,34,029	2·22	0·96	1·76
Eastern Bengal	..	..	..	..	1,59,026	1·13	0·52	0·94
Jodhpur	—37,250	—0·58	—0·26	—0·55	1,13,154	1·76	0·80	1·66
Madras and Southern Mahratta	..	..	..	..	2,15,950	1·46	0·48	1·12
Mysore State	..	..	..	..	27,955	0·84	0·20	0·55
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	6,22,890	3·21	0·90	2·38
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	—1,596	—0·03	—0·01	—0·03	25,919	0·59	0·21	0·52
Bombay, Baroda and Central India	..	..	..	..	4,370	0·78	0·15	0·52
Eastern Bengal	..	..	..	..	607	0·47	0·07	0·49
Great Indian Peninsula	..	..	..	..	684	0·10	0·03	0·16
Mysore State	..	..	..	..	1,367	0·64	0·09	0·58
North-Western	..	..	..	..	36,349	2·06	0·54	0·63
South Indian	..	..	..	..	4,860	1·72	0·36	1·13

Class I Railways for the year 1938-39—concld.

OF ELECTRIC DEPARTMENT—*concld.*

Appropriation to Depreciation Reserve Fund—(H. IV).				Total Working Expenses—Abstract H.				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
313	314	315	316	317	318	319	320	321
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
63,850	0·15	0·07	0·10	25,82,730	5·99	2·82	3·96	Bengal-Nagpur.
1,03,378	0·47	0·18	0·24	42,14,083	19·3	7·14	9·89	Bombay, Baroda and Central India.
57,520	0·33	0·12	0·17	14,66,264	8·37	2·96	4·41	Eastern Bengal.
3,50,095	0·17	0·35	0·27	61,88,146	2·94	6·15	4·76	East Indian.
23,54,346	4·38	1·63	2·61	1,39,59,926	25·9	9·66	15·5	Great Indian Peninsula.
2,868	0·02	0·01	0·01	11,96,636	6·40	2·63	4·13	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
8,37,998	1·27	0·53	0·72	59,02,332	8·96	3·74	5·07	North Western.
16,583	0·25	0·06	0·15	3,96,797	6·03	1·54	3·51	South Indian.
								3′ 3⅜″ GAUGE.
40,241	0·32	0·12	0·24	6,71,933	5·35	2·02	4·05	Assam-Bengal.
..	..	..	..	7,33,320	3·27	1·22	3·83	Bengal and North-Western.
14,334	0·06	0·03	0·05	13,46,693	5·59	2·42	4·45	Bombay, Baroda and Central India.
28,172	0·20	0·09	0·17	7,26,695	5·19	2·38	4·32	Eastern Bengal.
..	..	..	..	3,03,813	4·72	2·15	4·45	Jodhpur.
1,741	0·01	0·00	0·01	7,97,387	5·40	1·76	4·13	Madras and Southern Mahratta.
1,358	0·00	0·01	0·03	86,216	2·55	0·61	1·69	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	65,756	1·70	0·48	1·60	Rohilkund and Kumaon.
50,132	0·26	0·07	0·19	15,53,448	8·00	2·25	5·93	South Indian.
								2′ 6″ AND 2′ 0″ GAUGES.
..	..	..	..	93,195	2·12	0·76	1·86	Bengal Nagpur.
..	..	..	..	12,092	2·15	0·42	1·44	Bombay, Baroda and Central India.
119	0·09	0·02	0·10	2,434	1·89	0·29	1·97	Eastern Bengal.
..	..	..	..	1,980	0·30	0·07	0·46	Great Indian Peninsula.
49	0·00	0·00	0·02	4,171	1·92	0·27	1·77	Mysore State.
30,232	1·72	0·45	0·53	2,13,072	12·1	3·15	3·72	North-Western.
645	0·23	0·05	0·15	16,905	6·00	1·27	3·93	South Indian.

30.—*Analysis of operating expenses of Class I Railways for the year 1938-39*—concld.

TABLES A TO H.

Summary.

NOTE.—Upto the year 1935-36, the figures of total working expenses of Other than State-managed railways (Class I) included actual expenditure on 'Replacements and Renewals', but from 1936-37 all Class I railways (except B. & N. W., R. & K., Jodhpur and N. S. railways in respect of Other than State-owned portions of their railways systems) include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Railway.	General Administration.		Repairs and Maintenance.		Operating Expenses.		Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	
322	323	324	325	326	327	328	329	330	331
5′ 6″ GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur	1,42,07,489	21·8	1,86,80,051	28·6	2,03,96,527	31·2	1,20,10,833	18·4	6,52,94,900
Bombay, Baroda and Central India	87,85,797	20·6	96,65,768	22·7	1,56,98,375	36·8	84,59,059	19·9	4,26,08,999
Eastern Bengal	72,57,944	21·8	94,57,475	28·4	1,08,72,180	32·7	56,82,942	17·1	3,32,70,541
East Indian	2,59,64,644	20·0	3,55,21,836	27·3	4,37,95,532	33·7	2,46,97,304	19·0	12,99,79,316
Great Indian Peninsula	1,74,32,061	19·3	2,17,07,334	24·0	3,20,83,788	35·5	1,91,25,479	21·2	9,03,48,662
Madras and Southern Mahratta	63,13,639	21·8	69,02,353	23·8	1,02,25,608	35·2	55,88,115	19·2	2,90,29,715
Nizam's State (*b*)	19,74,887	28·7	16,61,868	24·1	20,94,249	30·4	(*c*) 11,53,953	16·8	68,84,957
North Western	2,27,98,809	19·6	2,89,35,754	24·9	4,16,82,603	35·8	2,29,77,370	19·7	11,63,94,536
South Indian	24,75,492	21·9	21,02,763	18·6	48,34,425	42·8	18,83,748	16·7	1,12,96,428
5′ 3¼″ GAUGE.									
Assam Bengal	36,47,907	22·0	42,30,261	25·5	46,63,055	28·1	40,44,453	24·4	1,65,90,676
Bengal and North Western	36,60,249	19·1	50,62,519	26·5	72,25,348	37·8	(*c*) 31,86,247	16·6	1,91,34,363
Bombay, Baroda and Central India	75,69,971	25·0	77,13,953	25·5	1,11,38,535	36·8	(*a*) 38,47,341	12·7	3,02,69,800
Eastern Bengal	35,01,516	20·8	49,04,813	29·2	55,29,231	32·9	28,86,340	17·1	1,68,21,900
Jodhpur	13,66,027	20·0	19,17,355	28·1	26,84,393	39·4	(*c*) 8,53,769	12·5	68,21,544
Madras and Southern Mahratta	40,96,980	21·2	44,94,630	23·3	73,19,708	37·9	33,90,846	17·6	*1,93,02,164
Mysore State	8,77,251	17·1	9,44,497	18·4	22,96,571	44·8	10,05,916	19·7	51,24,235
Nizam's State (*b*)	15,31,312	30·3	13,15,259	26·0	15,77,602	31·2	(*c*) 6,32,200	12·5	50,56,373
Rohilkund and Kumaon	8,97,207	21·9	10,86,081	26·4	12,55,575	30·6	(*c*) 8,66,849	21·1	41,05,712
South Indian	58,49,269	22·3	48,67,572	18·6	97,46,300	37·3	56,93,529	21·8	2,61,56,670
2′ 6″ & 2′ 0″ GAUGES.									
Bengal Nagpur	8,44,602	16·9	17,19,374	34·3	15,26,248	30·4	9,23,542	18·4	50,13,766
Bombay, Baroda and Central India	1,32,889	15·9	3,02,177	36·1	3,43,308	41·0	58,473	6·99	8,36,847
Eastern Bengal	19,184	15·5	34,941	28·3	57,483	46·6	11,369	9·61	1,23,477
Great Indian Peninsula	32,588	7·61	1,82,830	42·7	2,12,479	49·7	..	..	4,27,897
Mysore State	41,933	17·8	45,875	19·5	1,11,151	47·2	36,358	15·5	2,35,317
North Western	9,98,586	17·4	14,54,235	25·4	17,23,472	30·1	15,56,109	27·1	57,32,402
South Indian	1,09,617	25·5	90,058	20·9	1,57,334	36·6	73,245	17·0	4,30,254

* Excludes Rs. 6,29,925 the expenses of Mormugao Harbour.

(*a*) Includes Rs. 58,417 on account of exchange on sterling capital transactions.

(*b*) Revised classification of Revenue expenditure not introduced in 1938-39.

(*c*) Includes expenditure on account of Replacements and Renewals for other than State-owned portions as under :—

B. & N. W. Ry. (Company's portion) .. .. .. Rs. 14,95,651.
Jodhpur Railways (Durbar lines) .. .. .. Rs. 6,56,418.
Nizam's State (H. E. H.'s Government lines) .. .. .. Rs. 17,10,136 (B. G. Rs. 11,23,850 and M.G. Rs. 5,86,286.)
Rohilkund and Kumaon Railways (Company portion) .. .. Rs. 4,36,291.

31.—*Statement of Oil Consumption on Class I Railways during the years 1937-38 and 1938-39.*

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental).				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4-wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5′ 6″ Gauge.							
Bengal Nagpur	*1937-38*	*337,025*	*537,699*	*5·30*	*5·82*	*402,197*	*0·92*
	1938-39	303,234	591,808	4·59	6·27	476,940	1·08
Bombay, Baroda and Central India	*1937-38*	*302,801*	*149,081*	*6·23*	*6·30*	*232,839*	*1·12*
	1938-39	297,596	148,729	6·10	6·44	258,783	1·27
Eastern Bengal	*1937-38*	*593,132*	*128,222*	*9·76*	*8·27*	*250,512*	*1·42*
	1938-39	523,985	123,974	8·65	7·61	227,279	1·28
East Indian	*1937-38*	*1,703,534*	*1,396,041*	*9·06*	*9·42*	*1,349,722*	*1·26*
	1938-39	1,992,759	1,733,712	10·3	11·4	1,356,135	1·27
Great Indian Peninsula	*1937-38*	*857,696*	*834,724*	*7·33*	*9·91*	*753,325*	*1·41*
	1938-39	930,211	850,240	7·50	9·89	764,215	1·42
Madras and Southern Mahratta	*1937-38*	*465,703*	*294,464*	*10·0*	*10·1*	*194,191*	*1·05*
	1938-39	453,993	286,374	9·75	9·46	160,553	0·84
Nizam's State	*1937-38*	*84,764*	*63,116*	*6·77*	*7·74*	*34,008*	*0·61*
	1938-39	82,958	67,748	6·64	7·66	28,260	0·49
North Western	*1937-38*	*1,573,388*	*1,029,126*	*8·91*	*11·9*	*1,510,923*	*2·21*
	1938-39	1,539,272	998,367	8·98	11·3	1,162,300	1·73
South Indian	*1937-38*	*412,831*	*99,336*	*12·0*	*11·1*	*55,582*	*0·81*
	1938-39	386,242	97,111	11·0	10·3	43,074	0·61
Total	*1937-38*	*6,330,874*	*4,631,809*	*8·46*	*9·12*	*4,783,799*	*1·42*
	1938-39	6,560,250	4,898,063	8·58	9·62	4,477,539	1·33
3′ 3¼″ Gauge.							
Assam Bengal	*1937-38*	*209,459*	*51,666*	*5·31*	*5·79*	*133,636*	*1·17*
	1938-39	222,965	75,163	5·22	6·39	149,480	1·18
Bengal and North Western	*1937-38*	**317,561*	*163,075*	*4·90*	*4·83*	*296,778*	*1·24*
	1938-39	†319,330	160,434	4·90	4·98	307,087	1·30
Bombay, Baroda and Central India	*1937-38*	*280,591*	*141,453*	*4·81*	*4·68*	*430,540*	*1·76*
	1938-39	272,667	140,731	4·59	4·30	441,351	1·79
Eastern Bengal	*1937-38*	*227,317*	*74,409*	*6·47*	*5·64*	*158,894*	*1·16*
	1938-39	220,621	74,919	6·38	5·62	168,670	1·19
Jodhpur	*1937-38*	*100,597*	*31,844*	*5·73*	*5·10*	*53,441*	*0·77*
	1938-39	92,310	23,537	4·94	4·53	53,963	0·81
Madras and Southern Mahratta	*1937-38*	*373,635*	*248,358*	*7·24*	*8·60*	*107,412*	*0·67*
	1938-39	346,290	246,005	7·26	8·64	95,070	0·62
Mysore State	*1937-38*	**	**	**	**	**	**
	1938-39	64,784	33,364	4·32	4·08	77,534	2·09
Nizam's State	*1937-38*	*73,277*	*38,944*	*5·70*	*7·63*	*18,506*	*0·55*
	1938-39	79,076	34,368	5·73	7·17	19,315	0·57
Rohilkund and Kumaon	*1937-38*	‡ *66,137*	*29,349*	*4·19*	*4·88*	*50,007*	*1·21*
	1938-39	§ 67,385	25,040	4·54	4·17	43,852	1·07
South Indian	*1937-38*	*454,859*	*114,411*	*5·59*	*6·02*	*242,274*	*1·23*
	1938-39	446,539	109,478	5·40	5·62	183,937	0·95
Total	*1937-38*	*2,103,433*	*894,009*	*5·58*	*5·90*	*1,491,538*	*1·21*
	1938-39	2,131,967	923,039	5·41	5·69	1,540,259	1·21

* Includes 78 pints of oil on account of engine power supplied by the R. and K. Railway.
† " 79 " " " " " " " "
‡ Excludes 78 pints of oil on account of engine power supplied to B. and N. W. Railway.
§ " 79 " " " " " " "
** Included under class II Railways.

31.—*Statement of Oil Consumption on Class I Railways during the years 1937-38 and 1938-39*—concld.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2′ 6″ and 2′ 0″ Gauges.			
Bengal-Nagpur	*1937-38*	*85,684*	*3·66*
	1938-39	87,265	3·57
Bombay, Baroda and Central India	*1937-38*	*25,433*	*5·11*
	1938-39	24,447	4·72
Eastern Bengal	*1937-38*	*11,423*	*9·44*
	1938-39	12,650	9·52
Great Indian Peninsula	*1937-38*	*45,591*	*9·36*
	1938-39	51,183	10·8
Mysore State	*1937-38*	**	**
	1938-39	15,486	6·45
North Western	*1937-38*	*125,555*	*8·78*
	1938-39	111,913	8·64
South Indian	*1937-38*	† *18,506*	*5·24*
	1938-39	11,331	5·13
Total	*1937-38*	†*312,192*	*5·97*
	1938-39	314,275	8.80

** Included under Class II Railways.
† Revised figures.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1937-38 and 1938-39.*

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Physical Statistics.				
1. Sections electrified		(1) Church Gate to Grant Road, (2) Grant Road to Bandra (Through lines) (3) Grant Road to Bandra (Local Lines) (4) Bandra to Borivli (Local Lines). §§ (5) Borivli to Virar (Main Line).	(1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan. ‡	Madras Beach to Tambaram.
2. Date of first opening for public service		5th January 1928.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March		§§ 1st Sept. 1936.		
3·01. Route mileage	*1938*	*36·79*	*44·00*	*18·14*
	1939	36·80	44·00	18·14
3·02. Track mileage (exclusive sidings)	*1938*	*91·58*	*88·00*	*36·28*
	1939	91·60	88·00	36·28
4. Mileage open for electric service on 31st March.	*1938*	*36·79*	*44·00*	*18·14*
	1939	36·80	44·00	18·14
5. No. of sub-power stations on 31st March	*1938*	*4*	*4*	*4*
	1939	4	4	4
6. No. of electric railway stations on 31st March	*1938*	*27*	*28*	*14*
	1939	27	28	14
7. Mileage of transmission cable on 31st March	*1938*	*†77·00*	***48·78*	*41·49*
	1939	¶79·00	**48·78	41·49
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1937-38*	*40*	*§53*	*24*
	1938-39	40	§53	24
8·02. Trailer coaches	*1937-38*	*120*	*153*	*48*
	1938-39	120	153	48
9. Average number on line (in units)—				
9·01. Motor coaches	*1937-38*	*40*	*§53*	*24*
	1938-39	40	§53	24
9·02. Trailer coaches	*1937-38*	*120*	*150*	*48*
	1938-39	120	150	48
9·03. Train units*	*1937-38*	*40*	*51*	*24*
	1938-39	40	51	24
10. Average number under or awating repairs (in units)—				
10·01 Motor coaches	*1937-38*	*2*	*9*	*3*
	1938-39	2	8	3
10·02. Percentage of item 9·01	*1937-38*	*5·00*	*17·0*	*10·4*
	1938-39	5·00	15·1	10·4
10·03. Trailer coaches	*1937-38*	*5*	*21*	*5*
	1938-39	5	20	5
10·04. Percentage of item 9·02	*1937-38*	*4·17*	*17·0*	*10·4*
	1938-39	4·17	13·3	10·4

* A train unit is a motor coach and three trailers.
† Overhead 42·50 miles and underground 34·50 miles.
¶ Overhead 42·50 miles and underground 36·50 miles.
§ Includes 2 spare motor coaches.
** Overhead 7·80 miles and underground 40·98 miles.
‡ Figures for items 8 onwards include Statistics relating to the running of multiple unit services beyond Kalyan, *viz.*, Kalyan-Kasara and Kalyan-Karjat which sections are also utilised for main line traffic.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1937-38 and 1938-39*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—contd.				
11. Average number available for use (in units)—				
11·01. Motor coaches	*1937-38* ..	*38*	*44*	*22*
	1938-39 ..	38	45	22
11·02. Trailer coaches	*1937-38* ..	*115*	*129*	*43*
	1938-39 ..	115	130	43
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1937-38* ..	*37*	*38*	*17*
	1938-39 ..	38	38	17
12·02. Trailer coaches	*1937-38* ..	*92*	*114*	*33*
	1938-39 ..	94	114	34
12.03. Train units*	*1937-38* ..	*37*	*38*	*17*
	1938-39 ..	38	38	17
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1937-38* ..	*1*	*6*	*5*
	1938-39 ..	Nil	7	4
13·02. Trailer coaches	*1937-38* ..	*23*	*15*	*10*
	1938-39 ..	21	16	9
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1937-38* ..	*85,412*	*1,070,888*	*774,345*
	1938-39 ..	78,832	938,297	810,114
14·02. Total two unit traffic trains	*1937-38* ..	*1,227,792*	*1,135,134*	*47,570*
	1938-39 ..	1,233,924	1,207,084	35,067
14·02. (*a*) Total three unit traffic trains ..	*1937-38* ..	*Nil*	*Nil*	*5,335*
	1938-39 ..	Nil	Nil	3,562
14·02. (*b*) Total four unit traffic trains ..	*1937-38* ..	*Nil*	*Nil*	*Nil*
	1938-39 ..	Nil	Nil	Nil
14·03. Total traffic trains	*1937-38* ..	*2,540,996*	*3,341,156*	*885,490*
	1938-39 ..	2,546,680	3,352,465	890,934
14·04. Other trains	*1937-38* ..	*18,831*	*391*	*48*
	1938-39 ..	18,781	22	20
15. Hours—				
15·01. Traffic trains	*1937-38* ..	*121,398*	*141,138*	*34,112*
	1938-39 ..	122,246	141,082	33,916
15·02. Other	*1937-38* ..	*1,764*	*29,376*	*2*
	1938-39 ..	1,756	29,088	2
15·03. Total	*1937-38* ..	*123,162*	*170,514*	*34,114*
	1938-39 ..	124,002	170,170	33,918
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1937-38* ..	*8,936,192*	*12,743,969*	*2,656,470*
	1938-39 ..	8,952,796	*12,921,841*	2,672,802
16·02. Other trains	*1937-38* ..	*66,681*	*1,333*	*144*
	1938-39 ..	67,199	88	60

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1937-38 and 1938-39*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—contd.				
17. Train usage—				
17·01. Train unit miles per day per train unit in use.	*1937-38* ..	*190*	*241*	*146*
	1938-39 ..	187	242	143
17·02. Train unit miles per day per train unit on line.	*1937-38* ..	*175*	*180*	*101*
	1938-39 ..	176	180	102
18. Train usage—				
18·01. Train unit hours per day per train unit in use.	*1937-38* ..	*9·12*	*12·3*	*5·61*
	1938-39 ..	9·02	12·3	5·43
18·02. Train unit hours per day per train unit on line.	*1937-38* ..	*8.44*	*9·16*	*3·89*
	1938-39 ..	8·49	9·14	3·87
19. Vehicle usage—				
19·01. Motor coach miles per day per motor coach on line (in units).	*1937-38* ..	*175*	*180*	*101*
	1938-39 ..	176	180	102
19·02. Trailer coach miles per day per trailer Coach unit on line.	*1937-38* ..	*147*	*172*	*101*
	1938-39 ..	147	175	102
20. Motor coach failures—				
20·01. Number	*1937-38* ..	*1*	*301*	*44*
	1938-39 ..	Nil	266	26
20·02. Motor coach miles per motor coach failure (in units).	*1937-38* ..	*159,989*	*11,102*	*20,125*
	1938-39 ..	Nil	12,603	34,267
21. Power supply failure—				
21·01. Failures originating at source of supply	*1937-38* ..	*Nil*	*Nil*	*Nil*
	1938-39 ..	Nil	Nil	1
21·02. Failures originating at sub-station ..	*1937-38* ..	*Nil*	*Nil*	*6*
	1938-39 ..	Nil	Nil	7
21·03. Failures on account of overhead track equipment.	*1937-38* ..	*Nil*	*6*	*31*
	1938-39 ..	Nil	4	27
22. Number of passengers carried—				
22·01. First Class	*1937-38* ..	*26,972*	*11,394*	*523*
	1938-39 ..	21,939	10,400	(*a*) Nil
22·02. Second Class	*1937-38* ..	*1,361,256*	*546,382*	*138,227*
	1938-39 ..	1,295,258	516,381	111,054
22·03. Third Class	*1937-38* ..	*43,880,664*	*32,268,404*	*8,133,727*
	1938-39 ..	46,277,433	33,041,534	8,379,790
22·04 Total	*1937-38* ..	*45,268,892*	*32,826,680*	*8,272,477*
	1938-39 ..	47,594,630	33,568,315	8,490 844

(*a*) First class accommodation on the Madras suburban electric trains was abolished from 1st July 1937.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1937-38 and 1938-39*—concld.

Particulars.	Year.	Results. Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—concld.				
23. Passenger miles—				
23·01. First Class	*1937-38* ..	*195,928*	*153,557*	*6,164*
	1938-39 ..	165,326	153,938	(a) Nil
23·02. Second Class	*1937-38* ..	*9,968,986*	*4,204,895*	*1,029,980*
	1938-39 ..	9,397,158	3,878,769	732,815
23·03. Third Class.	*1937-38* ..	*315,991,921*	*229,316,338*	*52,465,170*
	1938-39 ..	329,680,944	233,608,884	52,397,951
23·04. Total	*1937-38* ..	*326,156,835*	*233,674,790*	*53,501,314*
	1938-39 ..	339,243,428	237,641,591	53,130,766
24. Earnings from passengers carried—				
24·01. First Class	*1937-38* ..	*7,687*	*5,439*	*184*
	1938-39 ..	6,319	5,214	(a) Nil
24·02. Second Class	*1937-38* ..	*2,20,875*	*83,557*	*13,147*
	1938-39 ..	2,06,683	83,075	10,119
24·03. Third Class	*1937-38* ..	*37,11,377*	*26,97,191*	*6,47,217*
	1938-39 .	38,68,026	27,51,591	6,64,837
24·04. Total	*1937-38* ..	*39,39,939*	*27,91,187*	*6,60,548*
	1938-39 ..	40,81,028	28,39,880	6,74,956
25. Earnings from and cost of, electric train working—				
25·01. Earnings per passenger mile Pies	*1937-38* ..	*2·32*	*2·29*	*2·37*
	1938-39 ..	2·31	2·29	(c) 2·44
25·02. Cost per passenger mile .. Pies	*1937-38* ..	*1·35*	*3·02*	*1·64*
	1938-39 ..	1·57	3·15	1·75
25·03. Earnings per train mile .. Rs.	*1937-38* ..	*1·59*	*0·84*	*0·79*
	1938-39 ..	1·05	0·85	(c) 0·80
25·04. Cost per train mile Rs.	*1937-38* ..	*0·90*	*1·10*	*0·55*
	1938-39 ..	1·12	1·16	0·57
26. Gross ton miles (including Departmental) ..	*1937-38* ..	*487,838,726*	*580,464,239*	*67,455,613*
	1938-39 ..	489,569,775	594,763,555	67,832,364
27. Power used—				
27·01. Total power for traction and train lighting kilo-watt hours.	*1937-38* ..	*31,642,697*	*39,777,607*	*6,212,985*
	1938-39 ..	31,825,907	40,790,290	6,177,479
27·02. Kilo-watt hours per train unit mile ..	*1937-38* ..	*12·4*	*12·2*	*6·49*
	1938-39 ..	12·4	12·4	(c) 6·40
27·03. Kilo-watt hours per 1,000 gross ton miles	*1937-38* ..	*64·9*	*70·0*	*70·6*
	1938-39 ..	65·0	70·0	(b) (c) 69·3
28. Lubricating oil used for all purposes (including Departmental)—				
28·01. Total pints	*1937-38* ..	*41,049*	*150,472*	*17,626*
	1938-39 ..	41,376	143,189	23,470
28·02. Pints per 1,000 vehicles miles	*1937-38* ..	*4·56*	*11·8*	*6·63*
	1938-39 ..	4·59	11 1	8.78

(a) First class accomodation on the Madras suburban electric trains was abolished from 1st July 1937.
(b) 131,609 Kilowatt hours used for shunting purposes are excluded in working out this figure.
(c) These results include passenger miles, train miles and gross ton miles performed by electric locomotives. (These are under investigation.)

33.—*Statement of Rail Car (Steam propelled and Internal combustion engine propelled) performance on Class I Railways during the years 1937-38 and 1938-39.*

Rail Car Performance.

(i) Steam Propelled.

Railway.	Years.	Average authorised Stock (in terms of units).		Average number on the line (in terms of units).		Mileage Performed (in thousands).				Car Miles per car day.	Car failures.		Lbs. of coal consumed per 1,000 seat miles. Gallons of fuel
		Rail cars.	Trailer coaches.	Rail cars.	Trailer coaches.	(a) Car miles.	(b) Trailer coach miles.	Total (a) & (b)	Total seat miles (car and trailer).		Number.	Car miles per car failure.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ Gauge.													
Bengal Nagpur	*1937-38*	*2*	*Nil*	*2*	*Nil*	*16*	*Nil*	*16*	*17·09*	*22·5*	*Nil*	..	*179·6*
	1938-39	2	Nil	2	Nil	27	Nil	27	28·54	37·6	1	27,438	190·0
East Indian	*1937-38*	*3*	*Nil*	*3*	*Nil*	*(a)*	*Nil*	*(a)*	*45*	*0·41*	*Nil*	..	*120·9*
	1938-39	3	Nil	3	Nil	3	Nil	3	3,05	2·78	1	3,048	311·9
North Western	*1937-38*	*7*	*2*	*7*	*2*	*1,37*	*81*	*2,18*	*(b)*	*53·5*	*2*	*68,351*	*(b)*
	1938-39	6	2	6	2	1,56	54	2,10	74,65	67·5	Nil	..	311·6
Total	*1937-38*	*12*	*2*	*12*	*2*	*1,53*	*81*	*2,34*	*17,54*	*34·9*	*2*	*76,500*	*(c)178·1*
	1938-39	11	2	11	2	1,86	54	2,40	1,06,24	46·3	2	93,000	278·9
3′ 3⅜″ Gauge.													
Bombay, Baroda and Central India.	*1937-38*	**3*	*Nil*	**3*	*Nil*	*71*	*Nil*	*71*	*81,59*	*65·0*	*1*	*70,725*	*137·5*
	1938-39	*3	Nil	*3	Nil	61	Nil	61	69,18	56·0	4	15,316	165·5
Eastern Bengal	*1937-38*	*†2*	*Nil*	*2*	*Nil*	*5*	*Nil*	*5*	*2,57*	*6·29*	*1*	*4,588*	*592·0*
	1938-39	†2	Nil	2	Nil	23	Nil	23	12,83	31·4	Ni	..	618·3
Nizam's State	*1937-38*	*2*	*Nil*	*2*	*Nil*	*8*	*Nil*	*8*	*9,08*	*11·0*	*Nil*	..	*139·3*
	1938-39	2	Nil	2	Nil	24	Nil	24	26,92	33·0	2	12,019	131·0
Total	*1937-38*	*7*	*Nil*	*7*	*Nil*	*84*	*Nil*	*84*	*93,24*	*32·9*	*2*	*42,000*	*150·2*
	1938-39	7	Nil	7	Nil	1,08	Nil	1,08	1,08,93	42·3	6	18,000	222·6
2′ 6″ and 2′ 0″ Guages.													
Bengal Nagpur	*1937-38*	*3*	*Nil*	*3*	*Nil*	*20*	*Nil*	*20*	*7,63*	*18·3*	*2*	*10,035*	*637·3*
	1938-39	3	Nil	3	Nil	44	Nil	44	16,59	39·9	8	5,457	472·6
North Western	*1937-38*	*3*	*Nil*	*3*	*Nil*	*72*	*Nil*	*72*	*(b)*	*65·7*	*Nil*	..	*(b)*
	1938-39	3	Nil	3	Nil	49	Nil	49	30,96	44·3	Nil	..	197·5
Total	*1937-38*	*6*	*Nil*	*6*	*Nil*	*92*	*Nil*	*92*	*7,63*	*42·0*	*2*	*46,000*	*(c)637·3*
	1938-39	6	Nil	6	Nil	93	Nil	93	47,55	42·5	8	11,625	128·7

(ii) Internal Combustion Engine Propelled.

5′ 6″ Gauge.													
Great Indian Peninsula.	*1937-38*	*1*	*Nil*	*1*	*Nil*	*14*	*Nil*	*14*	*7,89*	*39·3*	*Nil*	..	*‡1·89*
	1938-39	1	Nil	1	Nil.	21	Nil	21	11,62	57·9	Nil	..	‡1·89
Madras and Southern Mahratta.	*1937-38*	*6*	*Nil*	*6*	*Nil*	*3,18*	*Nil*	*3,18*	*3,49,87*	*145·0*	*4*	*79,516*	*1·34*
	1938-39	6	Nil	6	Nil	3,14	Nil	3,14	3,45,22	148·0	6	52,306	1·36
Nizam's State	*1937-38*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	..	..
	1938-39	4	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	..	..
North Western	*1937-38*	*1*	*Nil*	*1*	*Nil*	*(a)*	*Nil*	*(a)*	*(b)*	*0·35*	*Nil*	..	*(b)*
	1938-39	1	Nil	1	Nil	(a)	Nil	(a)	(a)	0·41	Nil	..	31·5
Total	*1937-38*	*8*	*Nil*	*8*	*Nil*	*3,32*	*Nil*	*3,32*	*3,57,76*	*113·1*	*4*	*83,000*	*(c)1·36*
	1938-39	12	Nil	8	Nil	3,35	Nil	3,35	3,56,84	83·4	6	55,833	(c)1·38
1′ 3⅜″ Gauge.													
Jodhpur	*1937-38*	*1*	*Nil*	*1*	*Nil*	*2*	*Nil*	*2*	*20*	*4·45*	*Nil*	..	*9·59*
	1938-39	1	Nil	1	Nil	5	Nil	5	60	13·6	Nil	..	7·21
South Indian	*1937-38*	*3*	*Nil*	*3*	*Nil*	*43*	*Nil*	*43*	*32,05*	*40·0*	*4*	*10,855*	*1·24*
	1938-39	3	Nil	3	Nil	87	Nil	87	62,50	80·0	1	87,152	0·71
Total	*1937-38*	*4*	*Nil*	*4*	*Nil*	*45*	*Nil*	*45*	*32,25*	*30·8*	*4*	*11,250*	*1·23*
	1938-39	4	Nil	4	Nil	92	Nil	92	63,10	63·0	1	92,000	0·77
2′ 6″ Gauge.													
Great Indian Peninsula.	*1937-38*	*1*	*1*	*1*	*1*	*42*	*3*	*45*	*25,61*	*113·4*	*Nil*	..	*§2·22*
	1938-39	1	1	1	1	29	25	54	28,77	78·8	Nil	..	§1·56
North Western	*1937-38*	*7*	*Nil*	*7*	*Nil*	*43*	*Nil*	*43*	*(b)*	*16·7*	*3*	*14,259*	*(b)*
	1938-39	7	Nil	7	Nil	43	Nil	43	5,45	16·7	1	42,715	14·6
Total	*1937-38*	*8*	*1*	*8*	*1*	*85*	*3*	*88*	*25,61*	*29·1*	*3*	*28,333*	*(c) 2·22*
	1938-39	8	1	8	1	72	25	97	34,22	24·7	1	72,000	3·64

* These are articulated sentinal coaches.
† One is a self propelled vehicle and the other a light power unit driven by Steam.
‡ Petrol is used on this service. §Oil fuel is used on this service.
(a) Less than one thousand. (b) Figures not available.
(c) These averages are exclusive of N. W. Railway as figures of seat miles are not available for 1937-38.

34.—*Statement of Rolling stock in Service on* ***Class II and III Railways*** *on 31st March 1939.*

Railway.	Locomotives.	Rail Cars (Steam propelled.)	Rail Cars (Internal combustion engine propelled.)	Electric Motor Coaches.	Coaching Vehicles (excluding vehicles used exclusively on Railway service).							Goods Wagons† (excluding wagons used exclusively on Railway service)			Railway service vehicles. †	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
					Number.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3' 3½" Gauge.																
Bengal Dooars	19	..	..	..	59	143	111	374	2,530	8	67	433	15	448	5	10
Bhavnagar State	39	..	4	..	133	210	485	..	6,581	60	193	1,196	3	1,199	11	22
Bikaner State	54	..	1	..	127	189	243	377	5,986	33	160	1,195	8	1,203	15	67
Dibru-Sadiya	32	..	2	..	46	137	12	185	2,566	22	68	1,159	112	1,271	8	4
Gaekwar's Baroda State	24	..	..	..	164	111	145	..	5,082	3	167	325	7	332	4	16
Gondal (including Porbandar State).	26	..	..	..	108	168	417	..	3,523	30	138	658	..	658	3	43
Jamnagar Dwarka	16	..	5	..	52	83	189	..	1,652	19	71	602	26	628	3	3
Jaipur State	12	..	..	..	76	63	72	..	2,164	4	80	225	5	230	2	3
Junagadh State	18	..	2	..	139	140	396	..	3,697	22	161	350	12	362	7	12
Morvi	22	..	3	..	94	173	288	..	2,799	27	121	350	..	350	..	2
Total	262	..	17	..	998	1,417	2,358	936	36,580	228	1,226	6,493	188	6,681	58	182
2' 6" Gauge.																
Barsi Light	30	1	..	..	108	..	240	..	4,993	11	119	266	12	278	2	14
Gaekwar's Baroda State	36	1	6	..	258	85	159	..	5,148	3	261	1,056	13	1,069	10	20
Shahdara (Delhi Saharanpur Light.	10	..	..	..	49	12	36	78	1,135	1	50	265	1	266	4	1
Total	76	2	6	..	415	97	435	78	11,276	15	430	1,587	26	1,613	16	35
2' 0" Gauge.																
Darjeeling-Himalayan	34	..	2	..	106	244	250	..	2,177	25	131	501	..	501	..	..
Total	34	..	2	..	106	244	250	..	2,177	25	131	501	..	501	..	..
Class III Railways.																
3' 3½" Gauge																
Udaipur Chitorgarh	17	..	2	..	64	42	72	82	3,031	17	81	110	..	110	3	..
Total	17	..	2	..	64	42	72	82	3,031	17	81	110	..	110	3	..
2' 6" Gauge.																
Ahmadpur-Katwa	5	..	..	..	19	18	18	64	448	*4	23	22	..	22	..	..
Arrah-Sasaram Light	6	..	..	..	22	32	..	66	621	3	25	129	..	129	..	(a) 1
Bankura-Damodar River.	7	..	..	..	27	24	24	112	616	*6	33	72	..	72	..	(c)1
Kraset-Basirhat Light	11	1	..	..	40	58	..	201	1,277	1	41	74	..	74	..	(a) (b) 4
Carried over	29	1	..	..	108	132	42	443	2,962	14	122	297	..	297	..	6

* Brake vans.
† In units.

(a) Loco. Van.
(b) Includes 2 trollies.
(c) Inspection motor trolly.

NOTE.—This statement excludes the Mysore State Railway which ranks as a Class I Railway from 1938-39.

34.—Statement of Rolling stock in service on ***Class II and III Railways*** *on 31st March 1939*—concld.

Railway.	Locomotives.	Rail Cars. (Steam propelled.)	Rail Cars. (Internal combustion engine propelled.)	Electric Motor Coaches.	† Coaching vehicles (excluding vehicles used exclusively on railway service).							† Goods wagons (excluding wagons used exclusively on railway service).			† Railway service vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
					Number.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	29	1	..	..	108	132	42	443	2,962	14	122	297	..	297	..	6
CLASS III RAILWAYS—*concld.*																
2' 6" Gauge.																
Bengal Provincial .	7	..	..	..	24	20	20	82	502	*2	26	55	..	55	1	§2
Bukhtiarpur-Bihar Light.	5	..	..	..	22	30	24	118	565	..	22	68	..	68	..	(*d*)1
Burdwan-Katwa .	7	..	..	..	22	18	18	96	501	*4	26	36	..	36	..	§1
Cutch State . ..	6	..	1	..	18	..	72	..	440	..	18	62	1	63	..	§2
Dehri-Rohtas Light .	6	(*c*)1	3	..	9	20	..	12	170	3	12	129	..	129	2	3
Dholpur-State . ..	6	..	..	..	9	..	22	..	404	..	9	114	3	117	..	2
Futwah-Islampur .	3	..	..	..	9	12	..	58	308	..	9	28	..	28	..	..
Kalighat-Falta . .	11	..	..	..	38	30	34	112	1,038	*8	46	45	..	45	..	..
Tezpur-Balipara Light	4	..	..	..	19	12	..	40	670	4	23	91	..	91	..	1
Total .	84	2	4	..	278	274	232	961	7,560	35	313	925	4	929	3	18
2' 0" Gauge.																
Gwalior Light . .	24	..	..	..	71	46	124	..	1,902	6	77	338	7	345	9	7
Howrah-Amta Light .	18	1	..	..	96	74	..	330	2,294	2	98	80	..	80	..	(*d*) 1
Howrah-Sheakhala Light.	3	..	..	..	30	28	..	110	732	..	30	11	..	11	..	(*c*) 5
Jagadhri Light . .	3	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat . . .	6	..	1	..	19	18	24	98	384	5	24	69	1	70	..	1
Kulasekharapatnam Light.	..	..	6	..	24	..	..	..	746	..	24	45	..	45	..	§1
Matheran Light .	3	..	4	..	24	85	69	..	166	(*b*)1	25	17	*2	19	2	(*a*) 3
Trivellore Light .	1	3	..	..	14	..	..	..	94	..	14	4	1	5	..	.1
Total .	58	4	11	..	282	257	217	552	6,402	15	297	571	11	582	11	19

* Brake vans.
(*a*) Includes one motor trolly.
† In units.

§ Inspection motor trollies.
(*b*) Saloon.
(*c*) Workmen Train Coaches.
(*d*) Loco. Van.
(*e*) Sentinel Lorry.

5.—*Statement of Net Additions to or Reductions in Rolling stock on Class II and III Railways during the year 1938-39.*

Railway.	Locomotives.	Rail Cars. (Steam propelled.)	Rail Cars. (Internal combustion engine propelled.)	Electric Motor Coaches.	† Coaching vehicles (excluding vehicles used exclusively on Railway service).							† Goods wagons (excluding wagons used exclusively on Railway service).			† Railway service vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling Cranes and Dummy Trucks).
					No	Seats by Classes. 1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3' 3½" Gauge.																
Bengal Dooars	..	..	..	..	..	6	4	..	—24	..	..	..	..	..	..	..
Bhavnagar State	..	..	..	..	2	12	24	..	76	..	2	..	..	..	..	5
Bikaner State	..	..	1	..	—1	..	..	—14	101	..	—1	—14	8	—6	..	6
Dibru Sadiya	..	..	2	..	..	—17	—44	18	34	..	..	20	—1	19	..	..
Gaekwar's Baroda State	..	..	..	..	1	3	6	..	4	..	1	—2	..	—2	—1	2
Gondal (including Porbandar State).	..	..	..	..	—1	..	8	..	24	..	—1	—1	..	—1	..	..
Jamnagar Dwarka	..	..	2	..	1	..	8	..	52	..	1	9	21	30	—1	..
Jaipur State	—1	..	..	..	2	15	..	..	14	..	2	42	..	42	2	3
Junagadh State	..	..	..	..	—4	—4	—43	..	..	2	—2	10	—2	8	..	..
Morvi	2	..	..	..	2	3	8	..	24	..	2	6	..	6	..	..
Total	1	..	5	..	2	18	—34	4	305	2	4	70	26	96	..	16
2' 6" Gauge.																
Barsi Light	—2	..	—1	..	..	..	..	..	—12	..	..	—4	4	..	..	..
Gaekwar's Baroda State	—1	..	..	..	—42	—13	—21	..	—996	—1	—43	—16	..	—16	—3	..
Total	—3	..	—1	..	—42	—13	—21	..	—1,008	—1	—43	—20	4	—16	—3	..
2' 0" Gauge.																
Darjeeling Himalayan	—1	..	..	..	..	..	..	..	—16	..	..	—12	..	—12	..	..
Total	—1	..	..	..	..	..	..	..	—16	..	..	—12	..	—12	..	..
Class III Railways.																
3' 3½" Gauge.																
Udaipur-Chitorgarh	..	..	..	..	..	..	—8	11	15	..	..	23	..	23	..	..
Total	..	..	..	..	..	..	—8	11	15	..	..	23	..	23	..	..
2' 6" Gauge.																
Arrah-Sasaram Light	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..
Barasat-Basirhat Light	..	1	..	..	—1	..	..	—20	20	..	—1	6	..	6	..	..
Bakhtiarpur Bihar Light	..	..	..	..	..	..	..	—1	—10	..	..	..	..	..	..	—1
Burdwan-Katwa	..	..	..	..	..	..	..	..	—11	..	..	..	..	..	..	..
Cutch State	..	..	..	..	1	..	12	..	16	..	1	4	..	4	..	..
Kalighat Falta	..	..	..	..	..	..	..	..	—42	..	..	..	..	..	..	..
Tezpur-Balipara Light	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	1	1	..	..	..	..	12	—21	—27	..	..	11	..	11	..	—1
2' 0" Gauge.																
Gwalior Light	..	..	..	..	..	..	..	..	—2	..	..	—5	..	—5	..	..
Howrah-Amta Light	..	1	..	..	7	—8	..	26	—80	—5	2	..	..	..	..	—8
Howrah Sheakhala Light	..	..	..	..	—2	..	..	..	—70	..	—2	..	..	..	..	3
Jorhat	..	..	..	..	..	..	..	..	..	..	..	—6	..	—6	..	..
Total	..	1	..	..	5	—8	..	26	—152	—5	..	—11	..	—11	..	—5

† In units.

Note.—This statement excludes the Mysore State Railway which ranks as a Class I Railway from 1938-39.

36.—STATEMENT OF PASSENGER AND GOODS REVENUE STATISTICS AND EARNINGS OF CLASS II AND III RAILWAYS FOR THE YEARS 1937-38 AND 1938-39.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of*

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds). 1st.	2nd.	Inter.	3rd.	Total.	* Other traffic.	Passengers carried (in hundreds). * 1st.	* 2nd.	* Inter.	* 3rd.	* Total (Cols. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1937-38*	..	*2,1*	..	*803,8*	*805,9*	*266,2*	..	*2,6*	..	*1,069,5*	*1,072,1*
		1938-39	..	2,5	..	839,6	842,1	289,2	..	3,2	..	1,128,1	1,131,3
Bengal Dooars	3′ 3⅜″	*1937-38*	*6*	*2,2*	*19,3*	*1,077,1*	*1,099,2*	*30,2*	*8*	*2,5*	*20,1*	*1,106,0*	*1,129,4*
		1938-39	6	2,2	19,2	1,020,5	1,042,5	29,2	9	2,6	20,1	1,048,1	1,071,7
Bhavnagar State	3′ 3⅜″	*1937-38*	*9*	*15,7*	..	*2,907,3*	*2,923,9*	*37,5*	*1,3*	*21,2*	..	*2,938,9*	*2,961,4*
		1938-39	6	14,8	..	2,474,8	2,490,2	292,1	1,0	20,2	..	2,761,1	2,782,3
Bikaner State	3′ 3⅜″	*1937-38*	*1,0*	*6,4*	*12,1*	*1,934,5*	*2,004,0*	*263,9*	*1,5*	*8,4*	*14,4*	*2,243,6*	*2,267,9*
		1938-39	9	5,4	11,6	1,862,8	1,880,7	164,3	1,2	6,0	13,5	2,023,4	2,045,0
Darjeeling Himalayan	2′ 0″	*1937-38*	*1,3*	*8,4*	..	*713,3*	*723,0*	*11,9*	*1,8*	*11,3*	..	*726,8*	*739,9*
		1938-39	1,1	8,7	..	645,0	655,7	12,9	1,7	11,8	..	655,1	668,6
Dibru Sadiya	3′ 3⅜″	*1937-38*	*2,3*	*3,7*	*24,9*	*1,299,0*	*1,329,9*	*41,5*	*2,7*	*3,9*	*26,6*	*1,338,2*	*1,371,4*
		1938-39	2.9	1	26,9	1,353,1	1,383,0	45,0	3,4	1	28,7	1,395,8	1,428,0
Gaekwar's Baroda State	3′ 3⅜″	*1937-38*	*4*	*8,5*	..	*3,229,1*	*3,233,0*	*680,9*	*9*	*13,2*	..	*3,904,8*	*3,918,9*
		1938-39	4	9,2	..	3,627,4	3,637,0	732,7	8	13,9	..	4,355,0	4,369,7
	2′ 6″	*1937-38*	*5*	*21,0*	..	*2,659,1*	*2,710,6*	*187,0*	*5*	*21,8*	..	*2,876,3*	*2,897,6*
		1938-39	5	20,0	..	2,626,3	2,646,8	191,2	6	20,7	..	2,816,7	2,838,0
Gondal	3′ 3⅜″	*1937-38*	*3*	*11,4*	..	*1,569,8*	*1,581,5*	*743,6*	*1,1*	*24,8*	..	*2,299,1*	*2,325,0*
		1938-39	3	10,7	..	1,589,1	1,600,1	723,2	7	23,4	..	2,299,2	2,323,3
Jaipur State	3′ 3⅜″	*1937-38*	*5*	*3,6*	..	*937,5*	*941,6*	*213,9*	*1,1*	*6,1*	..	*1,143,3*	*1,155,5*
		1938-39	7	4,0	..	915,8	920,5	201,6	1,0	6,2	..	1,114,9	1,122,1
Jamnagar Dwarka	3′ 3⅜″	*1937-38*	*8*	*8,0*	..	*671,8*	*680,6*	*96,8*	*1,1*	*10,6*	..	*765,7*	*777,4*
		1938-39	9	6,8	..	649,9	657,6	64,5	1,1	9,0	..	712,0	722,1
Junagadh State	3′ 3⅜″	*1937-38*	*5*	*15,0*	..	*2,150,6*	*2,166,1*	*240,0*	*8*	*18,9*	..	*2,386,4*	*2,406,1*
		1938-39	3	15,3	..	2,274,0	2,289,6	276,0	5	19,6	..	2,545,5	2,565,6
Morvi	3′ 3⅜″	*1937-38*	*9*	*11,4*	..	*805,2*	*817,5*	*357,1*	*2,0*	*23,3*	..	*1,149,3*	*1,174,6*
		1938-39	8	10,7	..	796,7	808,2	321,1	1,7	21,1	..	1,106,5	1,129,3
Mysore	3′ 3⅜″	*1937-38*	*2,0*	*46,9*	*2,3*	*4,733,5*	*4,784,7*	*113,3*	*2,3*	*48,9*	*30*	*4,843,8*	*4,893,0*
		1938-39	†	†	†	†	†	†	†	†	†	†	†
	2′ 6″	*1937-38*	..	*1,1*	..	*844,2*	*845,3*	*21,8*	..	*1,1*	..	*866,0*	*867,1*
		1938-39	†	†	†	†	†	†	†	†	†	†	†
	2′ 0″	*1937-38*	..	*3*	..	*37,6*	*37,9*	..	..	*3*	..	*37,6*	*37,9*
		1938-39	†	†	†	†	†	†	†	†	†	†	†
Shahdra (Delhi) -Saharanpur Light.	2′ 6″	*1937-38*	*2*	*3,5*	*9,3*	*965,3*	*978,3*	*17,3*	*2*	*3,5*	*9,4*	*982,5*	*995,6*
		1938-39	2	2,9	9,6	979,3	992,0	15,2	2	2,9	9,7	994,4	1,007,2
Total Class II Railways	..	*1937-38*	*12,2*	*169,2*	*67,9*	*27,423,7*	*27,673,0*	*3,322,8*	*18,1*	*222,4*	*73,5*	*30,631,8*	*30,995,8*
		‡1938-39	10,2	113,3	67,3	21,655,2	21,846,0	3,358,2	14,8	161,6	72,0	24,955,8	25,204,2
Class III Railways.													
Ahmadpur Katwa	2′ 6″	*1937-38*	..	*3*	*2,5*	*194,2*	*197,0*	*5,7*	..	*3*	*2,3*	*199,6*	*202,7*
		1938-39	..	3	2,6	213,3	216,2	5,3	..	3	2,8	218,4	221,5
Arrah-Sasaram Light	2′ 6″	*1937-38*	*4*	..	*5,1*	*433,8*	*444,1*	*3,8*	*4*	..	*5,2*	*442,3*	*447,9*
		1938-39	5	..	4,9	473,8	479,2	4,2	5	..	5,0	477,9	483,4
Bankura-Damodar River	2′ 6″	*1937-38*	..	*3*	*1,6*	*136,2*	*138,1*	*1,0*	*1*	*3*	*1,6*	*137,1*	*139,1*
		1938-39	..	2	1.5	132,0	133,7	9	..	3	1,5	132,8	134,6
Barasat-Basirhat Light	2′ 6″	*1937-38*	*5,9*	..	*61,7*	*1,264,2*	*1,331,8*	*8*	*5,9*	..	*61,8*	*1,264,9*	*1,332,6*
		1938-39	3,4	..	49,8	1,122,4	1,175,6	5	3.4	..	49,9	1,122,8	1,176,1
Bengal Provincial	2′ 6″	*1937-38*	*1*	*7*	*5,5*	*305,9*	*312,2*	*53,9*	*2*	*1,0*	*7,5*	*357,4*	*366,1*
		1938-39	1	6	5,5	316 6	322,8	67,2	1	9	7,3	381,7	390,0

* Columns 9 to 14 and 20 to 24.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

†Included under Class I Railways.

‡Excludes Mysore Railway figures.

Class II and III Railways for the years 1937-38 and 1938-39.

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passengers carried (in thousands).					
1st.	2nd.	Inter.	3rd.	Total.	* 1st.	* 2nd.	* Inter.	* 3rd.	* Total.	1st.	2nd.	Inter.	3rd.	Total.	Railway.
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
										Rs.	Rs.	Rs.	Rs.	Rs.	Class II Rys.
..	*162*	..	*43,527*	*43,689*	..	*61·5*	..	*40·7*	*40·8*	..	*8*	..	*7,87*	*7,95*	Barsi Light.
..	166	..	44,119	44,285	..	51·5	..	39·1	39·2	..	9	..	7,95	8,04	
23	*64*	*329*	*19,589*	*20,005*	*28·3*	*25·2*	*16·4*	*17·7*	*17·7*	*6*	*4*	*9*	*3,26*	*3,45*	Bengal Doors.
25	68	373	18,514	18,980	29·2	25·9	18·6	17·7	17·7	6	4	9	3,07	3,26	
82	*1,224*	..	*78,884*	*80,190*	*63·1*	*57·7*	..	*26·8*	*27·8*	*7*	*55*	..	*14,01*	*14,63*	Bhavnagar State.
64	1,163	..	77,584	78,811	64·0	57·6	..	28·1	28·3	6	52	..	13,73	14,31	
109	*498*	*908*	*89,946*	*91,461*	*73·7*	*59·2*	*63·1*	*40·1*	*40·3*	*17*	*37*	*28*	*18,74*	*19,56*	Bikaner State.
89	394	811	83,069	84,363	74·6	57·2	60·0	41·1	41·3	14	31	25	17,32	18,02	
68	*395*	..	*9,933*	*10,396*	*37·8*	*34·9*	..	*13·7*	*14·1*	*13*	*30*	..	*2,44*	*2,96*	Darjeeling Himalayan.
66	422	..	9,362	9,850	38·0	35·7	..	14·3	14·7	10	40	..	2,37	2,87	
49	*85*	*549*	*19,568*	*20,251*	*17·3*	*22·1*	*20·6*	*14·6*	*14·8*	*4*	*4*	*16*	*3,06*	*3,30*	Dibru Sadiya.
72	3	595	19,918	20,588	21·5	24·2	20·7	14·3	14·4	7	..	17	3,11	3,35	
27	*337*	..	*65,536*	*65,900*	*30·5*	*25·5*	..	*16·8*	*16·8*	*3*	*21*	..	*12,80*	*13,04*	Gaekwar' Baroda State.
23	338	..	69,394	69,755	30·0	24·3	..	16·9	16·0	3	21	..	13,57	13,81	
16	*436*	..	*38,508*	*38,960*	*31·4*	*19·9*	..	*13·4*	*13·4*	*2*	*20*	..	*9,78*	*10,00*	
18	417	..	37,643	38,078	30·1	20.1	..	13·4	13·4	2	20	..	9,55	9,77	
50	*975*	..	*55,708*	*56,733*	*44·3*	*39·3*	..	*24·2*	*24·4*	*5*	*45*	..	*10,88*	*11,38*	Gondal.
29	392	..	53,354	54,275	40·3	33·8	..	23·2	23·4	3	43	..	10,63	11,09	
75	*340*	..	*40,093*	*40,508*	*68·8*	*55·4*	..	*34·9*	*35·1*	*9*	*20*	..	*6,90*	*7,19*	Jaipur State.
61	330	..	38,976	39,367	59·0	53·5	..	35·0	35·1	7	19	..	6,69	6,95	
72	*594*	..	*29,240*	*29,906*	*66·4*	*56·2*	..	*33·2*	*33·5*	*8*	*32*	..	*6,69*	*7,09*	Jamnagar Dwarka.
68	504	..	23,461	24,033	60·2	56·2	..	33·0	33·3	7	28	..	5,47	5,82	
25	*555*	..	*46,277*	*46,857*	*31·9*	*29·4*	..	*19·4*	*19·5*	*2*	*25*	..	*3,41*	*3,68*	Junagadh State.
26	581	..	48,247	48,854	48·5	29·6	..	19·0	19·0	2	26	..	3,74	902	
138	*1,448*	..	*45,416*	*47,002*	*68·9*	*62·1*	..	*39·5*	*40·0*	*14*	*69*	..	*3,19*	*9,02*	Morvi.
110	1,261	..	42,759	44,130	66·4	59·7	..	38·6	39·1	11	61	..	7,76	8,48	
173	*3,016*	*251*	*123,270*	*126,710*	*75·2*	*61·7*	*83·7*	*25·4*	*25·9*	*14*	*92*	*8*	*17,45*	*18,59*	Mysore.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	*26*	..	*15,491*	*15,517*	..	*23·6*	..	*17·9*	*17·9*	..	*1*	..	*1,96*	*1,97*	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	*5*	..	*587*	*592*	..	*16·7*	..	*15·6*	*15·6*	..	..	..	*8*	*8*	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
6	*108*	*239*	*22,752*	*23,105*	*27·1*	*30·7*	*25·5*	*23·2*	*23·2*	..	*5*	*8*	*4,74*	*4,87*	Shahdara (Delhi)-Saharanpur Light.
5	90	242	22,255	22,592	28·6	30·8	24·9	22·4	22·4	..	4	8	4,64	4,76	
913	*10,268*	*2,276*	*744,325*	*757,782*	*50·4*	*46·2*	*31·0*	*24·3*	*24·4*	*1,04*	*4,77*	*69*	*1,37,26*	*1,43,76*	Total Class II Rys.
656	6,629	2,021	588,655	597,961	44·3	41·0	28·1	23·6	23·7	78	3,58	59	1,14,60	1,19,55	
															Class III Rys.
..	*4*	*42*	*2,247*	*2,293*	..	*13·3*	*15·0*	*11·3*	*11·3*	..	..	*2*	*70*	*72*	Ahmadpur Katwa.
..	4	38	2,419	2,461	..	13·3	13·6	11·1	11·1	..	..	2	75	77	
14	..	*206*	*12,113*	*12,333*	*35·7*	..	*39·9*	*27·4*	*27·5*	*1*	..	*6*	*2,21*	*2,28*	Arrah-Sasaram Light.
17	..	196	12,718	12,931	33·9	..	39·3	26·6	26·7	1	..	6	2,32	2,39	
1	*7*	*32*	*2,193*	*2,233*	*10·0*	*23·3*	*20·0*	*16·0*	*16.1*	..	*1*	*1*	*69*	*71*	Bankura-Damodar River.
..	6	29	2,040	2,075	..	20·0	19·3	15·4	15·4	..	..	1	64	65	
137	..	*1,026*	*18,735*	*19,898*	*23·4*	..	*16·6*	*14·3*	*14·9*	*6*	..	*27*	*3,46*	*3,79*	Baraset-Pasirhat Light
85	..	619	15,397	16,101	25·1	..	12·4	13·7	13·6	3	..	16	2,80	2 99	
1	*8*	*40*	*2,583*	*2,632*	*5·61*	*7·38*	*5·38*	*7·22*	*7·19*	..	..	*1*	*59*	*60*	Bengal Provincial.
1	7	46	3,036	3,090	6·28	7·02	6·28	7·05	7·02	..	..	1	62	62	

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1937-38 and 1938-39*—contd.

Railways.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (In thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic.	* Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
CLASS II RAILWAYS.													Rs.	
Barsi Light	2′ 6″	*1937-38*	..	*10·0*	..	*3·47*	*3·49*	*112*	*64*	*176*	*10,160*	*57·8*	*9,20*	*17·4*
		1938-39	..	10·0	..	3·46	3·48	125	57	182	9,874	54·2	9,16	17·8
Bengal Dooars	3′ 3⅜″	*1937-38*	*24·2*	*11·9*	*5·33*	*3·00*	*3·09*	*102*	*112*	*214*	*17,292*	*80·8*	*14,99*	*16·7*
		1938-39	24·2	12·1	4·80	3·00	3·10	107	115	222	17,292	78·1	15,35	17·0
Bhavnagar State	3′ 3⅜″	*1937-38*	*17·5*	*8·62*	..	*3·41*	*3·50*	*323*	*158*	*481*	*23,910*	*49·7*	*13,79*	*11·1*
		1938-39	18·0	8·59	..	3·40	3·49	274	162	436	22,321	51·2	13,11	11·3
Bikaner State	3′ 3⅜″	*1937-38*	*29·4*	*14·5*	*5·90*	*4·00*	*4·10*	*278*	*186*	*464*	*53,200*	*114·5*	*22,13*	*7·99*
		1938-39	30·0	15·0	6·00	4·00	4·11	331	243	574	68,386	119·1	30,64	8·60
Darjeeling-Himalayan	2′ 0″	*1937-38*	*33·6*	*19·0*	..	*4·73*	*5·47*	*135*	*42*	*177*	*5,406*	*30·5*	*11,60*	*41·2*
		1938-39	29·4	18·2	..	4·85	5·59	141	35	176	4,888	27·7	11,87	46·6
Dibru Sadiya	3′ 3⅜″	*1937-38*	*18·0*	*9·00*	*5·50*	*3·00*	*3·00*	*423*	*58*	*481*	*15,581*	*32·0*	*16,72*	*21·0*
		1938-39	18·0	9·00	5·50	3·00	3·00	459	65	524	16,231	31·0	16,81	20·0
Gaekwar's Baroda State	3′ 3⅜″	*1937-38*	*23·6*	*11·6*	..	*3·75*	*3·80*	*101*	*283*	*384*	*12,318*	*32·1*	*8,13*	*12·7*
		1938-39	23·5	11·6	..	3·76	3·80	137	257	394	12,952	32·9	9,15	13·6
	2′ 6″	*1937-38*	*23·7*	*9·00*	..	*4·83*	*4·93*	*269*	*116*	*385*	*11,705*	*30·4*	*11,12*	*18·2*
		1938-39	23·8	9·01	..	4·87	4·92	311	108	419	12,808	30·5	12,43	18·6
Gondal	3′ 3⅜″	*1937-38*	*17·7*	*8·86*	..	*3·75*	*3·85*	*288*	*311*	*599*	*20,184*	*33·7*	*13,68*	*13·0*
		1938-39	19·1	9·27	..	3·83	3·94	290	290	580	19,164	33·0	12,92	12·9
Jaipur State	3′ 3⅜″	*1937-38*	*21·0*	*11·4*	..	*3·31*	*3·41*	*32*	*147*	*179*	*12,206*	*68·1*	*5,43*	*8·55*
		1938-39	21·6	11·3	..	3·29	3·39	19	211	230	16,822	73·0	7,53	8·59
Jamnagar Dwarka	3′ 3⅜″	*1937-38*	*20·0*	*10·4*	..	*4·39*	*4·65*	*318*	*58*	*376*	*13,392*	*35·6*	*6,57*	*9·42*
		1938-39	20·4	10·6	..	4·48	4·65	318	70	388	14,360	37·0	6,78	9·06
Junagadh State	3′ 3⅜″	*1937-38*	*17·4*	*8·50*	..	*3·49*	*3·56*	*265*	*46*	*311*	*12,337*	*39·7*	*9,37*	*14·6*
		1938-39	17·7	8·44	..	3·48	3·55	274	44	318	12,593	39·6	9,46	14·4
Morvi	3′ 3⅜″	*1937-38*	*18·8*	*9·19*	..	*3·46*	*3·69*	*188*	*128*	*316*	*16,372*	*51·8*	*8,53*	*9·96*
		1938-39	18·5	9·29	..	3·49	3·69	189	131	320	16,871	52·7	8,73	9·96
Mysore	3′ 3⅜″	*1937-38*	*15·5*	*6·86*	*6·12*	*2·72*	*2·82*	*404*	*153*	*557*	*37,284*	*66·9*	*18,60*	*9·61*
		1938-39	†	†	†	†	†	†	†	†	†	†	†	†
	2′ 6″	*1937-38*	..	*7·38*	..	*2·43*	*2·44*	*40*	*2*	*42*	*1,672*	*39·8*	*99*	*11·4*
		1938-39	†	†	†	†	†	†	†	†	†	†	†	†
	2′ 0″	*1937-38*	..	..	..	*2·62*	*2·59*	*8*	*1*	*9*	*241*	*26·8*	*29*	*23·1*
		1938-39	†	†	†	†	†	†	†	†	†	†	†	†
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1937-38*	*14·0*	*9·00*	*6·50*	*4·00*	*4·05*	*119*	*66*	*185*	*7,142*	*38·7*	*5,59*	*15·0*
		1938-39	14·0	9·00	6·50	4·00	4·06	128	39	167	6,531	39·1	4,16	15·3
TOTAL CLASS II RAILWAYS	..	*1937-38*	*21·9*	*8·92*	*5·82*	*3·54*	*3·64*	*3,405*	*1,931*	*5,336*	*270,402*	*50·7*	*1,76,73*	*12·5*
		‡1938-39	22·8	10·4	5·61	3·74	3·84	3,103	1,827	4,930	250,003	50·7	1,68,10	12·9
CLASS III RAILWAYS.														
Ahmadpur Katwa	2′ 6″	*1937-38*	..	..	*9·14*	*5·98*	*6·03*	*12*	*6*	*18*	*357*	*19·8*	*24*	*12·9*
		1938-39	..	..	10·1	5·95	6·01	13	6	19	377	19·8	25	12·7
Arrah-Sasaram Light	2′ 6″	*1937-38*	*15·0*	..	*6·00*	*3·50*	*3·55*	*50*	*8*	*58*	*2,007*	*34·8*	*1,08*	*10·3*
		1938-39	15·0	..	6·00	3·50	3·55	52	15	67	2,335	34·7	1,34	11·1
Bankura-Damodar River	2′ 6″	*1937-38*	..	*27·4*	*6·00*	*6·03*	*6·09*	*15*	*6*	*21*	*535*	*42·1*	*44*	*9·55*
		1938-39	..	..	6·02	6·02	6·01	19	10	29	1,210	41·7	57	9·04
Barasat-Basirhat Light	2′ 6″	*1937-38*	*7·71*	..	*6·11*	*3·54*	*3·65*	*39*	*3*	*42*	*1,219*	*28·8*	*1,02*	*16·1*
		1938-39	7·94	..	5·04	3·48	3·58	23	8	31	833	27·3	85	19·6
Bengal Provincial	2′ 6″	*1937-38*	*18·4*	*9·10*	*5·35*	*4·25*	*4·35*	*12*	*6*	*18*	*196*	*10·9*	*27*	*26·5*
		1938-39	18·6	9·49	5·12	3·83	3·93	12	4	16	255	16·1	23	17·2

*Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

† Included under Class I Railways

Excludes Mysore Railway figures.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1937-38 and 1938-39—contd.

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					‡ Other traffic.	Passengers carried (in hundreds)				
			1st.	2nd.	Inter.	3rd.	Total.		‡ 1st.	‡ 2nd	‡ Inter.	‡ 3rd.	Total. (Cols. 8 +9.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Bukhtiarpur Bihar Light	2′ 6″	*1937-38*	..	*1,3*	*9,1*	*432,5*	*442,9*	*41,3*	*1*	*1,5*	*11,4*	*471,2*	*494,2*
		1938-39	1	1,5	9,1	437,1	447,8	46,8	1	1,7	11,6	481,2	494,6
Burdwan-Katwa	2′ 6″	*1937-38*	..	*3*	*3,1*	*217,0*	*220,4*	*9,0*	..	*3*	*3,4*	*225,7*	*229,4*
		1938-39	..	3	2,7	215,9	218,9	9,8	..	3	3,0	225,4	228,7
Cutch State	2′ 6″	*1937-38*	..	*4,4*	..	*260,5*	*264,9*	..	..	*4,4*	..	*260,5*	*264,9*
		1938-39	..	5,1	..	261,1	266,2	..	..	5,1	..	261,1	266,2
Dehri Rohtas Light	2′ 6″	*1937-38*	*1*	*Nil*	*2*	*93,4*	*93,7*	*Nil*	*1*	*Nil*	*2*	*93,4*	*93,7*
		1938-39	2	Nil	4	1,090	109,6	Nil	2	Ni	4	109,0	109,6
Dholpur State	2′ 6″	*1937-38*	..	*1*	..	*124,3*	*124,4*	*3*	..	*1*	..	*124,6*	*124,7*
		1938-39	..	2	..	131,7	131,9	1	..	2	..	131,8	132,0
Futwah-Islampur	2′ 6″	*1937-38*	*3*	..	*5,1*	*217,3*	*222,7*	*19,2*	*3*	..	*6,0*	*235,6*	*241,9*
		1938-39	3	..	4,5	246,9	251,7	22,3	3	..	5,5	268,2	274,0
Gwalior Light	2′ 6″	*1937-38*	..	*1,6*	..	*469,2*	*470,8*	*2,2*	..	*1,6*	..	*471,4*	*473,0*
		1938-39	..	1,4	..	445,3	446,7	1,9	..	1,4	..	447,2	448,6
Howrah Amta Light	2′ 0″	*1937-38*	*3,3*	..	*63,5*	*2,442,1*	*2,508,9*	..	*3,3*	..	*63,5*	*2,442,1*	*2,508,9*
		1938-39	3,3	..	64,3	2,431,2	2,499,3	..	3,3	..	64,3	2,431,2	2,499,3
Howrah-Sheakhala Light	2′ 0″	*1937-38*	*5*	..	*10,0*	*805,1*	*815,6*	..	*5*	..	*10,0*	*805,1*	*815,6*
		1938-39	6	..	14,8	823,9	844,3	..	6	..	14,8	823,9	844,3
Jagadhri Light	2′ 0″	*1937-38*	..	..	*2*	*83,6*	*83,3*	..	..	..	*2*	*83,6*	*83,3*
		1938-39	..	..	3	94,7	95,0	..	..	..	3	94,7	95,0
Jorhat	2′ 0″	*1937-38*	†	†	†	†	†	†	†	†	†	†	†
		1938-39	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1937-38*	..	*1*	*3,5*	*868,5*	*872,1*	*1*	..	*1*	*3,5*	*868,6*	*872,2*
		1938-39	..	1	2,9	911,6	914,6	1	..	1	2,9	911,7	914,7
Kulasekarapatnam Light	2′ 0″	*1937-38*	..	..	..	*175,9*	*175,9*	..	..	..	..	*175,9*	*175,9*
		1938-39	..	..	..	174,6	174,6	..	..	..	..	174,6	174,6
Matheran Light	2′ 0″	*1937-38*	*5*	*2,8*	..	*7,4*	*10,7*	*13,1*	*1,3*	*8,5*	..	*14,0*	*23,8*
		1938-39	5	2,7	..	8,5	11,7	13,7	1,7	8,2	..	15,5	25,4
Tezpur-Balipara	2′ 6″	*1937-38*	*3*	..	*2,0*	*230,1*	*232,4*	..	*3*	..	*2,0*	*230,1*	*232,4*
		1938-39	3	..	1,3	216,8	218,4	..	3	..	1,3	216,8	218,4
Trivellore Light	2′ 0″	*1937-38*	..	..	..	*10,7*	*10,7*	..	..	..	..	*10,7*	*10,7*
		1938-39	..	..	..	8,9	8,9	..	..	..	..	8,9	8,9
Udaipur-Chitorgarh	3′ 3¼″	*1937-38*	*5*	*2,8*	*2,9*	*694,5*	*700,7*	*108,6*	*1,6*	*5,1*	*3,1*	*799,5*	*809,3*
		1938-39	5	2,9	2,8	660,5	666,7	114,0	1,3	5,0	3,1	771,3	780,7
Total Class III Railways	..	*1937-38*	*11,9*	*14,7*	*176,0*	*9,476 2*	*9,678,3*	*259,0*	*14,1*	*23,2*	*182,2*	*9,718,3*	*9,937,8*
		1938-39	10,3	15,3	167,4	9,440,8	9,633,8	286,8	12,3	23,5	173,7	9,711,1	9,920,6

† Not available.

‡ Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passenger miles (in thousands).					Average number of miles a passenger was carried.				
			1st.	2nd.	Inter.	3rd.	Total.	* 1st.	* 2nd.	* Inter.	* 3rd	* Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
Class III—*concld.*												
Bukhtiarpur-Bihar Light	2′ 6″	*1937-38*	*1*	*31*	*222*	*7,310*	*7,564*	*22·1*	*20·0*	*19·5*	*15·5*	*15·6*
		1938-39	2	35	224	7,719	7,980	22·9	21·0	19·3	16·0	16·1
Burdwan-Katwa	2′ 6″	*1937-38*	..	*8*	*66*	*2,898*	*2,972*	..	*26·7*	*19·4*	*12·8*	*13·0*
		1938-39	..	8	55	2,768	2,831	..	26·7	18·3	12·3	12·4
Cutch State	2′ 6″	*1937-38*	..	*111*	..	*5,262*	*5,373*	..	*25·4*	..	*20·2*	*20·3*
		1938-39	..	124	..	5,286	5,410	..	24·5	..	20·2	20·3
Dehri-Rohtas Light	2′ 6″	*1937-38*	*2*	*Nil*	*3*	*1,152*	*1,157*	*20·0*	*Nil*	*16·0*	*12·0*	*12·0*
		1938-39	2	Nil	10	5,581	5,593	9·0	Nil	27·0	51·0	51·0
Dholpur State	2′ 6″	*1937-38*	..	*4*	..	*2,720*	*2,724*	..	*26·3*	..	*21·8*	*21·8*
		1938-39	..	5	..	2,654	2,659	..	25·2	..	20·1	20·1
Futwah-Islampur	2′ 6″	*1937-38*	*5*	..	*85*	*3,302*	*3,392*	*14·9*	..	*14·2*	*14·0*	*14·0*
		1938-39	5	..	38	3,683	3,726	15·3	..	6·90	13·7	13·6
Gwalior Light	2′ 6″	*1937-38*	..	*67*	..	*12,224*	*12,291*	*22·0*	*41·0*	..	*26·0*	*26·0*
		1938-39	..	55	..	11,825	11,880	51·0	41·0	..	26·0	26·0
Howrah-Amta Light	2′ 0″	*1937-38*	*73*	..	*696*	*30,140*	*30,909*	*22·1*	..	*11·0*	*12·3*	*12·3*
		1938-39	84	..	677	30,204	30,965	22·0	..	10·5	12·4	12·4
Howrah-Sheakhala Light	2′ 0″	*1937-38*	*7*	..	*61*	*6,431*	*6,499*	*14·3*	..	*6·14*	*7·98*	*7·96*
		1938-39	8	..	106	6,576	6,690	14·1	..	7·14	7·93	7·92
Jagadhri Light	2′ 0″	*1937-38*	..	..	*1*	*293*	*294*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1938-39	..	..	1	313	314	3·31	..	3·31	3·31	3·31
Jorhat	2′ 0″	*1937-38*	†	†	†	†	†	†	†	†	†	†
		1938-39	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1937-38*	..	*2*	*17*	*7,496*	*7,515*	..	*20·0*	*4·86*	*8·63*	*8·62*
		1938-39	..	2	15	7,809	7,826	..	20·0	5·17	8·57	8·56
Kulasekarapatnam Light	2′ 0″	*1937-38*	..	..	..	*1,743*	*1,743*	..	..	..	*9·91*	*9·91*
		1938-39	..	..	..	1,679	1,679	..	..	..	9·62	9·62
Matheran Light	2′ 0″	*1937-38*	*16*	*107*	..	*177*	*300*	*12·6*	*12·6*	..	*12·6*	*12·6*
		1938-39	21	103	..	196	320	12·6	12·6	..	12·6	12·6
Tezpore-Balipara	2′ 6″	*1937-38*	*4*	..	*25*	*2,004*	*2,033*	*11·5*	..	*12·4*	*8·71*	*8·74*
		1938-39	2	..	13	1,759	1,774	7·99	..	10·1	8·05	8·03
Trivellore Light	2′ 0″	*1937-38*	..	..	..	*25*	*25*	..	..	..	*2·37*	*2·37*
		1938-39	..	..	..	21	21	..	..	..	2·37	2·37
Udaipur Chitorgarh	3′ 3½″	*1937-38*	*108*	*315*	*175*	*31,101*	*31,699*	*68·9*	*61·6*	*55·6*	*38·9*	*39·2*
		1938-39	89	311	170	30,281	30,851	66·6	62·0	54·5	39·3	39·5
Total Class III Railways	..	*1937-38*	*369*	*664*	*2,697*	*152,154*	*155,884*	*26·2*	*28·6*	*14·8*	*15·7*	*15·7*
		1938-39	316	660	2,237	153,964	157,177	25·7	28·1	12·9	15·9	15·8

* Columns 23 to 27, 39, 40 and 42.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

† Not available.

Class II and III Railways for the years 1937-38 and 1938-39—concld.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (in thousands).	*Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	*Other traffic.	*Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III—*concld.*
..	2	7	*1,33*	*1,42*	*15·0*	*9·00*	*6·00*	*3·50*	*3·59*	*36*	*16*	*52*	*1,055*	*20·3*	*87*	*15·9*	Bukhtiarpur Bihar Light.
..	2	7	1,41	1,50	15·0	9·00	6·00	3·50	3·60	39	17	56	992	17·6	88	17·0	
..	..	*3*	*91*	*94*	..	..	*8·73*	*6·03*	*6·07*	*12*	*8*	*20*	*437*	*21·9*	*25*	*10·9*	Burdwan-Katwa.
..	1	2	87	90	..	24·0	6·98	6·03	6·10	14	10	24	526	21·9	30	11·0	
..	*5*	..	*1,24*	*1,29*	..	*9·10*	..	*4·50*	*4·60*	*34*	*1*	*35*	*741*	*21·2*	*67*	*17·2*	Cutch State.
..	6	..	1,24	1,30	..	9·15	..	4·50	4·60	36	2	38	875	23·2	83	18·2	
..	*Nil*	..	*23*	*23*	*20·0*	*Nil*	*7·00*	*3·75*	*3·78*	*98*	*5*	*103*	*‖2,167*	*21·0*	*1,46*	*‖13·0*	Dehri-Rohtas Light.
..	Nil	..	28	28	36·0	Nil	4·32	0·94	0·95	201	5	206	4,326	21·0	2,08	9,00	
..	..	..	*57*	*57*	..	*15·0*	..	*4·00*	*4·02*	*69*	*2*	*71*	*2,669*	*37·6*	*1,18*	*8·50*	Dholpur State.
..	..	..	57	57	..	13·8	..	4·09	4·10	59	3	62	2,324	37·4	1,05	8·67	
1	..	*3*	*77*	*81*	*20·0*	..	*7·50*	*4·50*	*4·59*	*15*	*7*	*22*	*377*	*17·0*	*27*	*14·0*	Futwah-Islampur.
1	..	3	86	90	20·0	..	7·50	4·50	4·65	15	6	21	353	17·0	24	13·1	
..	*5*	..	*3,18*	*3,23*	*30·0*	*12·0*	..	*5·00*	*5·00*	*196*	*29*	*225*	*9,253*	*41·0*	*4,61*	*10·0*	Gwalior Light.
..	4	..	3,07	3,11	30·0	12·0	..	5·00	5·00	215	23	238	9,911	42·0	4,00	9·00	
3	..	*17*	*6,47*	*6,67*	*9·00*	..	*4·63*	*4·11*	*4·14*	*52*	*16*	*68*	*1,440*	*21·0*	*1,70*	*22·7*	Howrah-Amta Light.
4	..	17	6,43	6,64	8·99	..	4·76	4·09	4·11	74	14	88	1,522	17·3	1,89	23·8	
..	..	*2*	*1,15*	*1,17*	*8·98*	..	*4·82*	*3·43*	*3·45*	*12*	*2*	*14*	*220*	*16·1*	*28*	*25·0*	Howrah-Sheakhala Light.
..	..	2	1,17	1,19	8·99	..	4·04	3·41	3·43	12	2	14	232	16·2	28	22·9	
..	..	..	*6*	*6*	*22·3*	..	*7·32*	*3·64*	*3·66*	*7*	..	*7*	*23*	*3·31*	*8*	*63·2*	Jagadhri Light.
..	..	..	6	6	22·0	..	7·26	3·61	3·63	7	..	7	24	3·31	8	62·2	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	..	*1*	*1,22*	*1,23*	..	..	*11·3*	*3·12*	*3·14*	*33*	*6*	*39*	*802*	*20·6*	*42*	*10·1*	Kaligate Falta.
..	..	1	1,27	1,28	..	..	12·8	3·12	3·14	36	5	41	806	19·7	44	10·5	
..	..	..	*42*	*42*	..	..	..	*4·56*	*4·56*	*13*	..	*13*	*109*	*8·33*	*21*	*36·5*	Kulasekarapatnam Light.
..	..	..	37	37	..	..	..	4·23	4·23	7	..	7	64	9·44	14	42·6	
6	*28*	..	*28*	*62*	*72·0*	*50·0*	..	*30·0*	*40·0*	*1*	*1*	*2*	*19*	*12·6*	*12*	*122·0*	Matheran Light.
7	25	..	31	63	62·0	46·0	..	30·0	38·0	1	1	2	27	12·6	11	78·0	
..	..	*1*	*47*	*48*	*20·0*	..	*7·00*	*4·50*	*4·32*	*20*	..	*20*	*‖1*	*‖0·05*	*89*	*16·9*	Tezpore-Balipara.
..	..	1	41	42	20·0	..	7·00	4·50	4·53	19	..	19	1	0·05	89	17·6	
..	..	..	*1*	*1*	..	..	..	*6·00*	*6·00*	††	††	††	††	††	††	††	Trivellore Light.
..	..	..	1	1	..	..	..	6·00	6·00	§Nil	§Nil	§Nil	§Nil	§ Nil	§Nil	§Nil	
13	*19*	*4*	*4,85*	*5,21*	*23·5*	*11·3*	*4·51*	*2·99*	*3·16*	*37*	*34*	*71*	*3,870*	*54·7*	*2,68*	*13·3*	Udaipur-Chitorgarh.
11	19	4	4,72	5,06	23·5	11·5	4·46	2·99	3·16	37	34	71	3,805	53·8	2,84	14·3	
30	*60*	*75*	*30,81*	*32,46*	*15·6*	*17·3*	*5·34*	*3·89*	*4·00*	*763*	*156*	*919*	*‖27,847*	*‖30·3*	*15,74*	*‖12·9*	Total Class III Rys.
27	57	63	30,18	31,65	16·4	16·6	5·41	3·76	3·87	891	165	1,056	30,798	29·2	20,19	12·6	

† Not available.
†† Owing to remodelling of stations, etc., goods traffic was closed, but transhipment, as usual, was done by bullock carts.
§ Goods traffic was closed.
‖ Revised figures.

37 —*Statistics of Engine Miles and Coal consumption of Class II*

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands) Cols. 7 & 10.	Rail Cars (Internal Combustion engine propelled) miles. In thousands.	Rail Cars (steam propelled) miles. In thousands.	Tons of coal consumed on Locomotives.				
			† Passenger.	† Mixed.	† Goods.	Total (including departmental).	† Shunting.	* Miscellaneous.	§ Total.				Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.																	
Barsi Light.	2′ 6″	*1937-38*	*172*	*214*	*10*	*400*	*58*	*7*	*65*	*465*	*Nil*	*71*	*Nil*	*10,628*	*2*	*Nil*	*10,629*
		1938-39	192	216	3	415	58	7	65	480	36	Nil	,,	9,934	1	,,	9,935
Bengal Doors.	3′ 3⅜″	*1937-38*	*1*	*288*	*27*	*335*	*27*	*14*	*41*	*376*	*Nil*	,,	,,	*8,221*	*Nil*	,,	*8,221*
		1938-39	1	292	36	343	36	18	54	397	,,	,,	,,	8,522	,,	,,	8,522
Bhavnagar State.	3′ 3⅜″	*1937-38*	*330*	*276*	*80*	*697*	*183*	*42*	*225*	*922*	*31*	*10*	*32*	*21,522*	*135*	,,	*21,608*
		1938-39	317	269	75	667	153	39	192	859	74	Nil	3,713	16,672	108	,,	20,428
Bikaner State.	3′ 3⅜″	*1937-38*	*13*	*940*	*40*	*998*	*90*	*40*	*130*	*1,128*	*Nil*	,,	*Nil*	*24,442*	*49*	,,	*24,462*
		1938-39	8	945	75	1,068	108	33	141	1,209	5	,,	,,	28,435	48	,,	28,454
Darjeeling-Himalayan.	2′ 0″	*1937-38*	*37*	*268*	*214*	*523*	*35*	*30*	*65*	*588*	*Nil*	,,	,,	*11,340*	*Nil*	,,	*11,340*
		1938-39	37	271	209	520	34	34	68	588	,,	,,	,,	11,851	,,	,,	11,851
Dibru-Sadiya	3′ 3⅜″	*1937-38*	*Nil*	*343*	*83*	*427*	*186*	*1*	*187*	*614*	,,	,,	,,	*13,366*	,,	,,	*13,366*
		1938-39	,,	328	85	413	216	1	217	630	67	,,	,,	13,874	,,	,,	13,874
Gaekwar's Baroda State.	3′ 3⅜″	*1937-38*	*127*	*379*	*20*	*529*	*97*	*17*	*114*	*643*	*Nil*	,,	,,	*15,467*	*54*	,,	*15,489*
		1938-39	128	406	18	554	102	15	117	671	,,	,,	,,	15,172	60	,,	15,196
	2′ 6″	*1937-38*	*18*	*440*	*5*	*466*	*95*	*3*	*98*	*564*	*2*	*81*	,,	*8,515*	*54*	‡‡64 (c)	*8,537*
		1938-39	35	440	4	490	99	4	103	593	8	54	,,	9,357	53	‡‡49 (c)	9,378
Gondal‡	3′ 3⅜″	*1937-38*	*122*	*385*	*26*	*535*	*168*	*15*	*183*	*718*	*Nil*	*Nil*	,,	*15,536*	*42*	*Nil*	*15,552*
		1938-39	148	363	25	544	163	14	177	721	,,	,,	,,	15,518	49	,,	15,537
Jaipur State.	3′ 3⅜″	*1937-38*	*197*	*78*	*93*	*368*	*44*	*11*	*55*	*423*	,,	,,	,,	*7,741*	*55*	,,	*7,763*
		1938-39	180	95	142	418	55	3	58	476	,,	,,	,,	9,422	64	,,	9,447
Jamnagar Dwarka.	3′ 3⅜″	*1937-38*	*42*	*207*	*14*	*264*	*81*	*22*	*103*	*367*	*51*	,,	,,	*7,090*	*70*	,,	*7,118*
		1938-39	45	239	12	296	92	33	125	421	135	,,	,,	7,670	67	,,	7,697
Junagad State.	3′ 3⅜″	*1937-38*	*140*	*286*	*38*	*471*	*49*	*4*	*53*	*524*	*49*	,,	,,	*10,408*	*55*	,,	*10,430*
		1938-39	162	302	28	501	47	1	48	549	33	,,	,,	11,129	55	,,	11,151
Morvi	3′ 3⅜″	*1937-38*	*128*	*197*	*12*	*383*	*105*	*Nil*	*105*	*488*	*30*	,,	,,	*10,821*	*128*	,,	*10,372*
		1938-39	126	197	13	386	109	,,	109	495	28	,,	,,	11,019	138	,,	11,074
Mysore	3′ 3⅜″	*1937-38*	*727*	*337*	*262*	*1,334*	*250*	*23*	*273*	*1,607*	*Nil*	,,	,,	*30,619*	*Nil*	,,	*30,619*
		1938-39	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
	2′ 6″	*1937-38*	*78*	*135*	*1*	*220*	*18*	*Nil*	*18*	*238*	*Nil*	*Nil*	*Nil*	*3,218*	*Nil*	*Nil*	*3,21*
		1938-39	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
	2′ 0″	*1937-38*	*Nil*	*20*	*14*	*34*	*10*	*Nil*	*10*	*44*	*Nil*	*Nil*	*Nil*	*533*	*Nil*	*Nil*	*533*
		1938-39	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1937-38*	*Nil*	*135*	*44*	*182*	*12*	*1*	*13*	*195*	*Nil*	*Nil*	*Nil*	*3,397*	*13*	*Nil*	*3,402*
		1938-39	,,	135	24	160	11	..	11	171	,,	,,	,,	3,145	9	,,	3,149
Total Class II Railways.	..	*1937-38*	*2,132*	*4,923*	*983*	*8,166*	*1,503*	*230*	*1,738*	*9,904*	*163*	*162*	*32*	*203,364*	*657*	‡‡64	*203,659*
		1938-39	1,379	4,498	749	6,775	1,283	202	1,485	8,260	386	54	3,713	171,720	652	‡‡49	175,693
Class III.																	
Ahmadpur-Katwa.	2′ 6″	*1937-38*	*2*	*71*	*Nil*	*89*	*16*	*28*	*44*	*133*	*Nil*	*Nil*	*Nil*	*1,112*	*Nil*	*Nil*	*1,112*
		1938-39	5	68	,,	87	17	28	45	132	,,	,,	,,	1,130	,,	,,	1,130
Arrah-Sasaram Light	2′ 6″	*1937-38*	*Nil*	*148*	*8*	*156*	*10*	..	*10*	*166*	,,	,,	,,	*2,044*	,,	,,	*2,044*
		1938-39	,,	145	13	159	7	..	7	166	,,	,,	,,	2,207	,,	,,	2,207
Bankura-Damodar River.	2′ 6″	*1937-38*	,,	*110*	*1*	*116*	*10*	*43*	*53*	*169*	,,	,,	,,	*1,519*	,,	,,	*1,519*
		1938-39	,,	110	Nil	114	10	43	53	167	,,	,,	,,	1,570	,,	,,	1,570

* Include light, assisting required, assisting not required, siding and departmental.
‡‡ Oil fuel is not converted into coal.
(c) Includes Oil Fuel consumed for other than Locomotive purposes 1937-38 .. 1938-39.
15 tons. .. 16 tons.
‡ Includes the Porbandar State Railway.
** Included under class I Railways.
† Excluding Departmental.
§ Including Departmental.

and III Railways for the years 1937-38 and 1938-39.

(b) Tons of Coal consumed for other than Locomotive purposes (Departmental).				Total number of tons of coal consumed.					Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
									Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Class II.
Nil	*41*	*Nil*	*41*	*Nil*	*10,669*	*2*	*Nil*	*10,670*	*Nil*	*5·14*	*3·25*	*Nil*	*Nil*	*12·5*	*3·25*	*Nil*	Barsi Light
,,	78	,,	78	,,	10,012	1	,,	10,013	,,	5·14	3·00	,,	,,	12·5	3·00	,,	
,,	*862*	,,	*862*	,,	*9,083*	*Nil*	,,	*9,083*	,,	*3·00*	*Nil*	,,	,,	*10·7*	*Nil*	,,	Bengal Dooars.
,,	1,046	,,	1,046	,,	9,568	,,	,,	9,568	,,	4·66	,,	,,	,,	12·3	,,	,,	
,,	*759*	*8*	*762*	*32*	*22,281*	*143*	,,	*22,370*	*15·0*	*9·77*	*12·6*	,,	*21·0*	*15·8*	*12·6*	,,	Bhavnager State.
,,	832	6	834	3,713	17,504	114	,,	21,262	15·0	12·4	12·4	,,	21·0	18·4	12·4	,,	
,,	*2,397*	*Nil*	*2,397*	*Nil*	*26,839*	*49*	,,	*26,859*	*Nil*	*3·58*	*6·81*	,,	*Nil*	*15·4*	*6·81*	,,	Bikaner State.
,,	2,866	,,	2,866	,,	31,301	48	,,	31,320	,,	5·82	6·81	,,	,,	17·7	6·81	,,	
,,	*2,366*	,,	*2,366*	,,	*14,206*	*Nil*	,,	*14,206*	,,	*3·85*	*Nil*	,,	,,	*11·0*	*Nil*	,,	Darjeeling Himalayan.
,,	2,617	,,	2,617	,,	14,468	,,	,,	14,468	,,	5·00	,,	,,	,,	12·2	,,	,,	
,,	*3,406*	,,	*3,406*	,,	*16,772*	,,	,,	*16,772*	,,	*8·70*	,,	,,	,,	*11·8*	,,	,,	Dibru-Sadiya.
,,	3,135	,,	3,135	,,	17,009	,,	,,	17,009	,,	8·95	,,	,,	,,	11·7	,,	,,	
,,	*426*	,,	*426*	,,	*15,893*	*54*	,,	*15,915*	,,	*3·46*	*6·50*	,,	,,	*17·0*	*7·17*	,,	
,,	467	,,	467	,,	15,639	60	,,	15,663	,,	4·03	6·50	,,	,,	16·2	7·70	,,	Gaekwar's Baroda State.
,,	*263*	*6*	*265*	,,	*8,773*	*60*	‡‡64	*8,502*	,,	*3·54*	*6·50*	*54·4*	,,	*16·5*	*7·01*	*77·8*	
,,	674	4	676	,,	10,031	57	‡‡49	10,054	,,	4·09	6·50	54·4	,,	15·9	7·02	77·8	
,,	*1,935*	*7*	*1,938*	,,	*17,471*	*49*	*Nil*	*17,490*	,,	*14·8*	*16·2*	*Nil*	,,	*15·0*	*16·2*	*Nil*	Gondal. ‡
,,	506	7	509	,,	16,024	56	,,	16,046	,,	23·3	16·3	,,	,,	23·5	16·3	,,	
,,	*36*	*3*	*87*	,,	*7,827*	*58*	,,	*7,850*	,,	*2·75*	*4·50*	,,	,,	*13·3*	*4·50*	,,	Jaipur State.
,,	272	4	274	,,	9,694	68	,,	9,721	,,	4·75	4·50	,,	,,	15·0	4·50	,,	
,,	*102*	*Nil*	*102*	,,	*7,192*	*70*	,,	*7,220*	,,	*2·66*	*13·5*	,,	,,	*11·4*	*13·5*	,,	Jamnagar Dwarka.
,,	166	,,	166	,,	7,836	67	,,	7,863	,,	3·00	13·2	,,	,,	20·9	13·9	,,	
,,	*857*	*3*	*860*	,,	*11,265*	*63*	,,	*11,290*	,,	*14·5*	*10·3*	,,	,,	*15·3*	*10·3*	,,	Junagad State.
,,	635	7	638	,,	11,764	62	,,	11,789	,,	21·4	10·0	,,	,,	22·4	10·0	,,	
,,	*188*	*9*	*192*	,,	*11,009*	*137*	,,	*11,064*	,,	*5·13*	*5·29*	,,	,,	*12·8*	*5·29*	,,	Morvi.
,,	186	10	190	,,	11,205	148	,,	11,264	,,	5·73	6·01	,,	,,	23·3	6·01	,,	
,,	*3,776*	*Nil*	*3,776*	,,	*34,395*	*Nil*	,,	*34,395*	,,	*4·63*	*Nil*	,,	,,	*15·3*	*Nil*	,,	
**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	
Nil	*89*	*Nil*	*89*	*Nil*	*3,307*	*Nil*	*Nil*	*3,307*	*Nil*	*4·63*	*Nil*	*Nil*	*Nil*	*14·0*	*Nil*	*Nil*	Mysore
**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	
Nil	*7*	*Nil*	*7*	*Nil*	*540*	*Nil*	*Nil*	*540*	*Nil*	*4·63*	*Nil*	*Nil*	*Nil*	*15·7*	*Nil*	*Nil*	
**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	
Nil	*38*	*Nil*	*38*	*Nil*	*3,435*	*13*	*Nil*	*3,440*	*Nil*	*3·60*	*13·5*	*Nil*	*Nil*	*13·5*	*13·5*	*Nil*	Shahdara (Delhi)-Saharanpur Light.
,,	38	,,	38	,,	3,183	9	,,	3,187	,,	4·31	13·5	,,	,,	14·2	13·5	,,	
Nil	*17,598*	*41*	*17,614*	*32*	*220,962*	*698*	‡‡64	*221,273*									Total Class II Railways.
,,	13,518	38	13,534	3,713	185,238	690	‡‡49	189,227									
Nil	*103*	*Nil*	*103*	*Nil*	*1,215*	*Nil*	*Nil*	*1,215*	*Nil*	*3·22*	*Nil*	*Nil*	*Nil*	*6·56*	*Nil*	*Nil*	Class III. Ahmadpur Katwa.
,,	142	,,	142	,,	1,272	,,	,,	1,272	,,	4·12	,,	,,	,,	7·93	,,	,,	
,,	*453*	,,	*453*	,,	*2,497*	,,	,,	*2,497*	,,	*2·88*	,,	,,	,,	*8·95*	,,	,,	Arrah-Sasaram Light
,,	405	,,	405	,,	2,612	,,	,,	2,612	,,	5·00	,,	,,	,,	11·7	,,	,,	
,,	*622*	,,	*622*	,,	*2,141*	,,	,,	*2,141*	,,	*3·22*	,,	,,	,,	*4·72*	,,	,,	Bankura Damodar River.
,,	659	,,	659	,,	2,229	,,	,,	2,229	,,	4·12	,,	,,	,,	6·37	,,	,,	

(*a*) 2½ Tons of Wood=1 Ton of Coal, and 0·55 Ton of Oil Fuel=1 Ton of Coal.

(*b*) For Figures relating to Oil Fuel see remarks against (*c*) on previous page.

37.—*Statistics of Engine Miles and Coal consumption of* **Class II**

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands). (Cols. 7 + 10.)	Rail Cars (Internal Combustion engine propelled) miles. In thousands.	Rail Cars (Steam (propelled) miles. In thousands.
			§ Passenger.	§ Mixed.	§ Goods	Total (including departmental).	§ Shunting.	* Miscellaneous.	** Total.			
1	2	3	4	5	6	7	8	9	10	11	12	13
Class III—*contd.*												
Baraset-Basirhat Light.	2′ 6″	*1937-38*	*70*	*165*	*30*	*265*	*12*	..	*12*	*277*	*17*	*Nil*
		1938-39	81	138	19	239	12	..	12	251	7	,,
Bengal Provincial .	2′ 6″	*1937-38*	..	*98*	*Nil*	*98*	*8*	*3*	*11*	*109*	*Nil*	,,
		1938-39	..	99	,,	99	8	3	11	110	,,	,,
Bukhtiarpur-Bihar Light.	2′ 6″	*1937-38*	*6*	*98*	,,	*104*	*5*	..	*5*	*109*	,,	,,
		1938-39	..	102	,,	102	12	..	12	114	,,	,,
Burdwan-Katwa .	2′ 6″	*1937-38*	*8*	*121*	,,	*134*	*21*	*42*	*63*	*197*	,,	,,
		1938-39	..	121	,,	125	23	35	58	183	,,	,,
Cutch State . .	2′ 6″	*1937-38*	..	*55*	*1*	*59*	*9*	*13*	*22*	*81*	,,	,,
		1938-39	1	55	2	61	9	13	22	83	,,	,,
Dehri-Rohtas Light .	2′ 6″	*1937-38*	*Nil*	*52*	*Nil*	*52*	*6*	*Nil*	*6*	*58*	,,	,,
		1938-39	,,	69	,,	69	10	,,	10	79	,,	,,
Dholpur State. .	2′ 6″	*1937-38*	*2*	*58*	,,	*61*	*15*	*1*	*16*	*77*	*1*	,,
		1938-39	1	58	,,	60	15	2	17	77	1	,,
Futwah-Islampur .	2′ 6″	*1937-38*	..	*72*	,,	*72*	*3*	..	*3*	*75*	*Nil*	,,
		1938-39	2	69	,,	71	3	..	3	74	,,	,,
Gwalior Light . .	2′ 0″	*1937-38*	*5*	*213*	*96*	*318*	*55*	*8*	*63*	*381*	,,	,,
		1938-39	4	214	96	314	54	6	60	374	,,	,,
Howrah-Amta Light .	2′ 0″	*1937-38*	*185*	*118*	*22*	*325*	*6*	*2*	*8*	*333*	,,	,,
		1938-39	193	119	32	345	8	Nil	8	353	,,	,,
Howrah-Sheakhala Light.	2′ 0″	*1937-38*	*90*	*31*	*1*	*122*	*2*	,,	*2*	*124*	,,	,,
		1938-39	91	33	*Nil*	124	2	,,	2	126	,,	,,
Jagadhri Light .	2′ 0″	*1937-38*	*Nil*	*10*	,,	*10*	*1*	,,	*1*	*11*	,,	,,
		1938-39	,,	10	,,	10	1	,,	1	11	,,	,,
Jorhat . . .	2′ 0″	*1937-38*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1938-39	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat-Falta .	2′ 6″	*1937-38*	*51*	*89*	*Nil*	*141*	*18*	*115*	*133*	*274*	*Nil*	*Nil*
		1938-39	61	79	1	144	18	119	137	281	,,	,,
Kulasekarapatnam Light.	2′ 0″	*1937-38*	*Nil*	*83*	*Nil*	*83*	*Nil*	*Nil*	*Nil*	*83*	,,	,,
		1938-39	,,	76	,,	76	,,	,,	,,	76	,,	,,
Matheran Light .	2′ 0″	*1937-38*	,,	*9*	*2*	*11*	,,	,,	,,	*11*	*7*	,,
		1938-39	,,	10	2	12	,,	,,	,,	12	8	,,
Tezpore-Balipara Light	2′ 6″	*1937-38*	,,	*45*	*Nil*	*45*	*8*	,,	*8*	*53*	*Nil*	,,
		1938-39	,,	46	,,	46	8	,,	8	54	,,	,,
Trivellore Light. .	2′ 0″	*1937-38*	*25*	*Nil*	,,	*25*	*Nil*	,,	*Nil*	*25*	,,	,,
		1938-39	21	,,	,,	21	,,	,,	,,	21	,,	,,
Udaipur-Chitorgarh .	3′ 3⅜″	*1937-38*	*180*	*76*	*39*	*297*	*18*	*8*	*26*	*323*	,,	,,
		1938-39	170	85	31	287	24	9	33	320	1	,,
Total Class III Railways.	.	*1937-38*	*624*	*1,722*	*200*	*2,583*	*223*	*263*	*486*	*3,069*	*25*	*Nil*
		1938-39	630	1,706	196	2,565	241	258	499	3,064	17	,,

* Includes light, assisting required, assisting not required, siding and departmental.
‡ Information not available.
§ Excluding Departmental.
** Including Departmental.

and III Railways for the years 1937-38 and 1938-39—contd.

Tons of coal consumed on Locomotives.					Tons of coal consumed for other than Locomotive purposes (Departmental).					Total number of tons of coal consumed.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood	Oil Fuel.	(a) Total (in terms of Coal).	
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															CLASS III—*contd.*
Nil	*4,228*	*Nil*	*Nil*	*4,228*	*Nil*	*1,131*	*Nil*	*Nil*	*1,131*	*Nil*	*5,359*	*Nil*	*Nil*	*5,359*	Baraset-Basirhat Light.
,,	3,908	,,	,,	3,908	,,	1,031	,,	,,	1,031	,,	4,939	,,	,,	4,939	
,,	*1,818*	,,	,,	*1,818*	,,	*119*	,,	,,	*119*	,,	*1,937*	,,	,,	*1,937*	Bengal Provincial.
,,	1,884	,,	,,	1,884	,,	120	,,	,,	120	,,	2,004	,,	,,	2,004	
,,	*1,441*	,,	,,	*1,441*	,,	*384*	,,	,,	*384*	,,	*1,825*	,,	,,	*1,825*	Bukhtiarpur-Bihar Light.
,,	1,401	,,	,,	1,401	,,	343	,,	,,	343	,,	1,744	,,	,,	1,744	
,,	*1,560*	,,	,,	*1,560*	,,	*337*	,,	,,	*337*	,,	*1,897*	,,	,,	*1,897*	Burdwan-Katwa.
,,	1,562	,,	,,	1,562	,,	325	,,	,,	325	,,	1,887	,,	,,	1,887	
,,	*1,279*	*18*	,,	*1,286*	,,	*83*	*7*	,,	*86*	,,	*1,362*	*25*	,,	*1,372*	Cutch State.
,,	1,337	28	,,	1,348	,,	76	Nil	,,	76	,,	1,413	28	,,	1,424	
,,	*1,716*	*Nil*	,,	*1,716*	,,	*153*	,,	,,	*153*	,,	*1,869*	*Nil*	,,	*1,869*	Dehri-Rohtas Light.
,,	2,490	,,	,,	2,490	,,	176	,,	,,	176	,,	2,666	,,	,,	2,666	
,,	*1,184*	*5*	,,	*1,186*	,,	*Nil*	,,	,,	*Nil*	,,	*1,184*	*5*	,,	*1,186*	Dholpur-State.
,,	1,232	6	,,	1,234	,,	,,	,,	,,	,,	,,	1,232	6	,,	1,234	
,,	*878*	*Nil*	,,	*878*	,,	*125*	,,	,,	*125*	,,	*1,003*	*Nil*	,,	*1,003*	Futwah-Islampur
,,	781	,,	,,	781	,,	80	,,	,,	80	,,	861	,,	,,	861	
,,	*7,475*	*4*	,,	*7,477*	,,	*245*	*5*	,,	*247*	,,	*7,720*	*9*	,,	*7,724*	Gwalior Light.
,,	7,508	4	,,	7,510	,,	295	Nil	,,	295	,,	7,803	4	,,	7,805	
,,	*5,460*	*Nil*	,,	*5,460*	,,	*996*	,,	,,	*996*	,,	*6,456*	*Nil*	,,	*6,456*	Howrah Amta Light.
,,	6,107	,,	,,	6,107	,,	844	,,	,,	844	,,	6,951	,,	,,	6,951	
,,	*1,368*	,,	,,	*1,368*	,,	*248*	,,	,,	*248*	,,	*1,616*	,,	,,	*1,616*	Howrah-Sheakhala Light.
,,	1,527	,,	,,	1,527	,,	211	,,	,,	211	,,	1,738	,,	,,	1,738	
,,	*178*	,,	,,	*178*	,,	*Nil*	,,	,,	*Nil*	,,	*178*	,,	,,	*178*	Jagadhri Light.
,,	221	1	,,	222	,,	,,	,,	,,	,,	,,	221	1	,,	222	
,,	*954*	*Nil*	,,	*954*	,,	*242*	,,	,,	*242*	,,	*1,196*	*Nil*	,,	*1,196*	Jorhat
,,	810	,,	,,	810	,,	232	,,	,,	232	,,	1,042	,,	,,	1,042	
,,	*2,562*	,,	,,	*2,562*	,,	*408*	,,	,,	*408*	,,	*2,970*	,,	,,	*2,970*	Kalighat-Falta.
,,	2,588	,,	,,	2,588	,,	394	,,	,,	394	,,	2,982	,,	,,	2,982	
,,	*Nil*	,,	*45*	*82*	,,	*Nil*	,,	,,	*Nil*	,,	*Nil*	,,	*45*	*82*	Kulasekara-patnam Light.
,,	,,	,,	46	84	,,	,,	,,	,,	,,	,,	,,	,,	46	84	
,,	*312*	,,	*Nil*	*312*	,,	,,	,,	,,	,,	,,	*312*	,,	*Nil*	*312*	Matheran Light.
,,	332	,,	,,	332	,,	,,	,,	,,	,,	,,	332	,,	,,	332	
,,	*917*	,,	,,	*917*	,,	*181*	,,	,,	*181*	,,	*1,098*	,,	,,	*1,098*	Tezpore-Balipara Light.
,,	986	,,	,,	986	,,	154	,,	,,	154	,,	1,140	,,	,,	1,140	
,,	*12*	*2*	,,	*13*	,,	*Nil*	,,	,,	*Nil*	,,	*12*	*2*	,,	*13*	Trivellore Light.
,,	7	1	,,	7	,,	,,	,,	,,	,,	,,	7	1	,,	7	
,,	*8,161*	*28*	,,	*8,172*	,,	*968*	,,	,,	*968*	,,	*9,129*	*28*	,,	*9,140*	Udaipur-Chittorgarh.
,,	7,702	30	,,	7,714	,,	763	,,	,,	763	,,	8,465	30	,,	8,477	
Nil	*46,178*	*57*	*45*	*46,283*	*Nil*	*6,798*	*12*	*Nil*	*6,803*	*Nil*	*52,976*	*69*	*45*	*53,086*	Total Class III Railways.
,,	47,290	70	46	47,402	,,	6,250	..	,,	6,250	,,	53,540	70	46	53,652	

(a) 2½ Tons of Wood=1 Ton of Coal and 0·55 Ton of Oil fuel=1 Ton of Coal.

7.—*Statistics of Engine Miles and Coal consumption of Class II and III Railways for the years 1937-38 and 1938-39*—concld.

Railway.	Gauge.	Year.	Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).			
			Foreign Coal.	Indian Coal.	Wood	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
30	31	32	33	34	35	36	37	38	39	40
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class III—*concld.*										
Baraset-Basirhat Light	2′ 6″	*1937-38*	*Nil*	*2·81*	*Nil*	*Nil*	*Nil*	*9·04*	*Nil*	*Nil*
		1938-39	,,	4·70	,,	,,	,,	10·9	,,	,,
Bengal Provincial	2′ 6″	*1937-38*	,,	*3·00*	,,	,,	,,	*6·06*	,,	,,
		1938-39	,,	4·50	,,	,,	,,	7·56	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1937-38*	,,	*2·88*	,,	,,	,,	*8·81*	,,	,,
		1938-39	,,	5·00	,,	,,	,,	11·9	,,	,,
Burdwan-Katwa	2′ 6″	*1937-38*	,,	*3·22*	,,	,,	,,	*6·56*	,,	,,
		1938-39	,,	4·12	,,	,,	,,	7·93	,,	,,
Cutch State	2′ 6″	*1937-38*	,,	*22·8*	*7·00*	,,	,,	*22·8*	*7·00*	,,
		1938-39	,,	26·5	7·00	,,	,,	26·5	7·00	,,
Dehri-Rohtas Light	2′ 6″	*1937-38*	,,	*3·08*	*Nil*	,,	,,	*8·43*	*Nil*	,,
		1938-39	,,	5·06	,,	,,	,,	10·3	,,	,,
Dnotpur-State	2′ 6″	*1937-38*	,,	*3·87*	*8·75*	,,	,,	*14·4*	*9·39*	,,
		1938-39	,,	4·50	7·69	,,	,,	15·7	7·69	,,
Futwah-Islampur	2′ 6″	*1937-38*	,,	*2·88*	*Nil*	,,	,,	*8·67*	*Nil*	,,
		1938-39	,,	5·00	,,	,,	,,	10·7	,,	,,
Gwalior-Light	2′ 0″	*1937-38*	,,	*3·88*	*6·25*	,,	,,	*14·4*	*6·25*	,,
		1938-39	,,	4·52	7·00	,,	,,	13·9	7·00	,,
Howrah-Amta Light	2′ 0″	*1937-38*	,,	*2·81*	*Nil*	,,	,,	*7·98*	*Nil*	,,
		1938-39	,,	4·70	,,	,,	,,	9·80	,,	,,
Howrah-Sheakhala Light	2′ 0″	*1937-38*	,,	*2·81*	,,	,,	,,	*7·98*	,,	,,
		1938-39	,,	4·70	,,	,,	,,	9·80	,,	,,
Jagadhri Light	2′ 0″	*1937-38*	,,	*5·75*	,,	,,	,,	*16·6*	,,	,,
		1938-39	,,	4·43	11·0	,,	,,	15·1	11·0	,,
Jorhat	2′ 0″	*1937-38*	,,	*10·3*	*Nil*	,,	,,	*12·5*	*Nil*	,,
		1938-39	,,	12·8	,,	,,	,,	15·3	,,	,,
Kalighat-Falta	2′ 6″	*1937-38*	,,	*3·22*	,,	,,	,,	*9·15*	,,	,,
		1938-39	,,	4·12	,,	,,	,,	10·2	,,	,,
Kulasekarapatnam Light	2′ 0″	*1937-38*	,,	*Nil*	,,	*122·0*	,,	*Nil*	,,	*136·0*
		1938-39	,,	,,	,,	122·0	,,	,,	,,	136·0
Matheran Light	2′ 0″	*1937-38*	,,	*5·10*	,,	*Nil*	,,	*15·0*	,,	*Nil*
		1938-39	,,	5·30	,,	,,	,,	15·0	,,	,,
Tenpore-Baliyara Light	2′ 6″	*1937-38*	,,	*15·7*	,,	,,	,,	*15·7*	,,	,,
		1938-39	,,	16·6	,,	,,	,,	16·6	,,	,,
Trivellore Light	2′ 0″	*1937-38*	,,	*13·5*	*6·50*	,,	,,	*16·8*	*6·50*	,,
		1938-39	,,	17·1	6·50	,,	,,	21·3	6·50	,,
Udaipur-Chitorgarh	3 3½′	*1937-38*	,,	*3·75*	*13·5*	,,	,,	*17·8*	*13·5*	,,
		1938-39	,,	4·37	8·00	,,	,,	17·5	8·00	,,

APPENDICES.

APPEN

Value of Stores purchased by the ***Class I Railways*** *(excluding Jodhpur, Mysore State*

NOTE.—Columns headed *A* indicate Value of stores

„ „ *B* indicate Value of imported

„ „ *C* indicate Value of stores of

Stores purchased.	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.		
	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
A. Bridge work and its parts, fittings and special fastenings.	..	1	3	..	..	60	..	14	83
B. Engineering Plant and components including all hand and power machinery.	33	5	1	1	11	..	77	1,85	14
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	79	20	1	..	12	..	3,03	2,41	12
D. Permanent Way Material and Track tools—									
(*a*) Rails.	..	..	9,71	..	..	3,14	..	1	11,49
(*b*) Steel Sleepers	..	..	..	..	..	..	..	..	..
(*c*) Cast-iron sleepers	..	..	..	..	..	..	..	..	2,01
(*d*) Wooden sleepers	..	..	5,51	..	..	6,51	..	..	14,40
(*e*) Other P. W. Material ..	50	10	2,31	32	33	1,37	..	30	5,72
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	2,68	13	13	6,81	10	..	21,36	2,73	84
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	2,33	8	3,27	5,29	12	..	9,47	6,93	25,66
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	2	9	2,00	24	9,10	87	43	1,08
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	12	3	10	9	..	..	53	56
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	8	3	2	5	..	..	16	19
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	9	50	1,14	23	63	25	..	1,26	4,54
F2. Signal and Interlocking material, and their parts and fittings.	50	92	76	..	5	52	..	39	1,74
Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.	..	39	15	..	54	20	1	2,22	1,21
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	13	5	1	27	7	..	61	15
Gb4. Metals	28	2,75	2,56	7	2,55	1,50	77	17,97	3,07
Gb5. Painters' Stores	..	40	46	69	1,18	22	..	72	3,78
Gb6. Timber.	..	..	2,18	..	1,92	28	..	7	7,24
Gb7. Fuel and fuel oil	..	..	10,80	..	5	12,80	..	14	38,44
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	6	1,63	12	46	1,63	..	1	6,90	53
All other stores not detailed in the above major heads.	19	2,44	3,67	25	3,49	4,72	24	15,24	14,44
Total	7,75	10,00	43,52	16,26	13,47	41,28	36,53	61,01	1,43,18

DIX A.

and H. E. H. the Nizam's State Railways) during the year 1938-39. (In thousands of rupees.)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Eastern Bengal.			East Indian. †			Stores purchased.
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	20
7	2	67	..	..	1	..	2	2,94	A. Bridge work and its parts, fittings and special fastenings.
43	30	4	..	46	11	..	1,35	51	B. Engineering Plant and components including all hand and power machinery.
4,62	56	..	..	5,50	5	..	2,15	1,62	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
									D. Permanent Way Material and Track tools—
..	..	6,01	..	..	7,44	..	..	10,92	(*a*) Rails.
..	..	27	..	..	..	..	..	..	(*b*) Steel Sleepers.
..	..	..	..	..	..	..	..	12,80	(*c*) Cast-iron sleepers.
..	13	8,80	..	..	13,84	..	..	14,28	(*d*) Wooden sleepers.
1,01	8	3,79	..	7	4,48	..	77	16,49	(*e*) Other P. W. Material.
4,60	61	1	..	4,91	53	..	17,52	1,46	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
7,39	3,85	7,16	..	7,24	9,11	..	14,09	8,16	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
21	27	3,83	..	1,27	7,24	..	41	26,07	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
78	42	21	..	29	28	..	68	3,16	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	31	34	..	96	54	..	89	14	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
53	97	49	..	49	7,39	..	1,48	2,13	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
3,13	35	52	..	20	30	..	1,83	3,84	F2. Signal and Interlocking material, and their parts and fittings.
1,77	92	41	..	1,15	1,02	..	2,13	2,90	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
63	71	15	..	45	21	..	1,65	3,32	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
3,66	3,59	6,65	..	5,35	3,00	..	21,88	42,60	Gb4. Metals.
6	1,10	2,68	..	69	2,90	..	78	7,15	Gb5. Painters' Stores.
..	4,44	24	..	1	6,35	..	4,50	2,12	Gb6. Timber.
..	2,54	20,72	..	..	20,10	..	..	29,89	Gb7. Fuel and fuel oil.
4,79	2,02	11	..	4,86	61	..	13,54	3,01	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
81	7,00	14,97	..	4,31	7,32	1	12,23	50,25	All other stores not detailed in the above major heads.
34,49	30,19	78,07	..	38,21	92,83	1	97,90	2,45,76	Total.

H36RB

† Includes figures for Central India Coalfields Railway.

2K

APPEN

Value of Stores purchased by the ***Class I Railways*** *(excluding Jodhpur, Mysore State*

NOTE.—Columns headed *A* indicate Value of stores

" " *B* indicate Value of imported

" " *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
21	A 22	B 23	C 24	A 25	B 26	C 27	A 28	B 29	C 30
A. Bridge work and its parts, fittings and special fastenings.	..	3	..	..	2	..	..	68	10
B. Engineering Plant and components including all hand and power machinery.	..	41	1	3	31	..	..	78	13
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	..	4,91	8	90	1,03	1	..	5,24	4
D. Permanent Way Material and Track tools—									
(*a*) Rails.	..	..	10,89	..	..	4,57	..	..	8,25
(*b*) Steel Sleepers	..	..	2,62	..	..	..	..	..	6,07
(*c*) Cast iron sleepers	..	..	2,51	..	..	1,05	..	..	1,32
(*d*) Wooden sleepers	..	..	1,89	..	..	6,72	..	2,46	18,54
(*e*) Other P. W. Material ..	..	1,78	3,35	2,09	54	1,02	..	80	11,54
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	..	11,70	37	18,24	1,02	71	1	21,14	72
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	..	5,08	10,71	2,02	9	5,97	..	6,21	1,43
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	1,20	25	34	19	8	..	21,42	37
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	33	60	13	13	11	..	3,45	72
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	75	11	8	13	14	..	1,37	40
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	62	1,71	3	40	45	..	1,22	5,15
F2. Signal and Interlocking material, and their parts and fittings.	..	30	80	1	9	43	..	5,66	24
Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.	..	1,79	1,53	34	54	23	..	3,99	70
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	49	27	53	21	15	..	77	50
Gb4. Metals	..	9,93	5,96	2,40	1,75	5,02	..	11,94	18,17
Gb5. Painters' Stores	..	2,23	1,49	27	83	98	..	5,31	1,88
Gb6. Timber	..	7,44	29	..	2	2,71	..	..	4,26
Gb7. Fuel and fuel oil	..	59	44,70	..	1,15	23,78	..	12,16	44,46
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	12,14	51	72	2,37	16	..	5,98	41
All other stores not detailed in the above major heads.	3	13,05	13,43	2,43	7,07	5,31	5	21,09	26,99
Total ..	3	74,77	1,04,08	30,56	17,89	59,60	6	1,31,67	1,52,39

DIX A—*concld.*

and H. E. H. the Nizam's State Railways) during the year 1938-39. (*In thousands of rupees.*)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 31	B 32	C 33	A 34	B 35	C 36	A 37	B 38	C 39	40
..	43	..	1,47	26	29	1,54	1,61	5,47	A. Bridge work and its parts, fittings and special fastenings.
1	..	..	15	21	4	1,73	5,83	99	B. Engineering Plant and components including all hand and power machinery.
..	4	..	67	21	13	10,01	22,37	2,06	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
									D. Permanent Way Material and Track tools—
..	..	..	..	..	5,00	..	1	77,42	(*a*) Rails.
..	..	..	..	..	5,82	..	..	14,78	(*b*) Steel Sleepers.
..	..	..	..	..	..	..	..	19,69	(*c*) Cast iron sleepers.
..	..	2,04	..	..	7,71	..	2,59	1,00,24	(*d*) Wooden sleepers.
3	20	16	11	55	5,91	4,06	5,52	56,64	(*e*) Other P. W. Material.
9,56	31	2	9,50	16	2	72,76	60,38	4,81	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
..	..	..	3,19	14	5,80	29,69	43,83	77,27	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
32	4	1	62	24	4	4,36	25,73	48,16	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
..	2	..	..	23	2	1,01	6,29	5,69	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	2	..	7	28	3	17	5,00	1,92	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
..	14	9	15	97	2,64	1,03	8,68	25,98	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
1	8	18	..	62	18	3,65	10,49	9,51	F2. Signal and Interlocking material, and their parts and fittings.
..	18	2	14	56	13	2,26	14,41	8,50	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
..	9	1	3	20	5	1,20	5,58	4,93	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
..	95	33	59	2,68	3,39	7,77	81,34	97,25	Gb4. Metals.
..	26	12	24	1,42	53	1,26	14,92	22,19	Gb5. Painters' Stores.
..	..	16	..	..	2,60	..	18,40	28,43	Gb6. Timber.
..	..	3,21	..	87	16,49	..	17,50	2,65,39	Gb7. Fuel and fuel oil.
..	46	..	2,69	2,40	47	8,73	53,93	5,93	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
1	61	97	65	4,54	3,46	4,67	91,07	1,45,53	All other stores not detailed in the above major heads.
9,94	3,83	7,32	20,27	16,54	60,75	1,55,90	4,95,48	10,28,78	Total.

APPEN

Details of working of Company or State collieries

Colliery	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro . .	East Indian and Bengal-Nagpur Railways.	Bihar .	August 1915.	*1936-37*	*27,88,165*	*597,050*	*95,795*	*77,003*
				1937-38	*(g)26,83,495*	*805,342*	*154,434*	*120,963*
				1938-39	(g) 26,59,620	777,934	125,256	127,431
Swang . .	East Indian and Bengal-Nagpur Railways.	Bihar .	27th July 1924.	*1936-37*	*15,60,572*	*41,391*	(e) *4,025*	*10,497*
				1937-38	*(a)15,51,634*	*55,386*	(e) *3,648*	*9,177*
				1938-39	15,78,626	34,160	(e)3,091	11,150
Kurharbaree .	State	Bihar .	1st January 1871.	*1936-37*	*(j)67,81,902*	*168,285*	*75,316*	*27,501*
				1937-38	*(f)31,33,356*	*177,366*	*54,409*	*38,733*
				1938-39	(g)29,83,859	212,993	83,529	45,149
Serampur .	State	Bihar .	1st January 1871.	*1936-37*	*(k)*	*229,948*	*96,666*	*67,862*
				1937-38	*(f)30,90,960*	*194,924*	*116,812*	*60,043*
				1938-39	(g)30,12,807	155,351	84,109	65,245
Bhurkunda .	State . .	Bihar .	1st June 1927.	*1936-37*	*53,25,994*	*56,474*	*Nil*	*10,693*
				1937-38	*54,17,395*	*171,928*	(c)*355*	(d)*25,473*
				1938-39	(s)52,99,764	149,332	Nil	(d)18,754
Kargali . .	State . .	Bihar .	18th July 1917.	*1936-37*	*39,78,990*	*493,519*	*2,781*	(d)*80,231*
				1937-38	(i)*39,51,904*	*710,798*	*1,338*	(d)*140,654*
				1938-39	39,55,346	551,560	1,107	(d)108,685
Argada . .	Bengal Nagpur Railway.	Bihar .	1st May 1926.	*1936-37*	*26,82,283*	*238,989*	*Nil*	*20,584*
				1937-38	(n)*26,27,265*	*265,047*	*Nil*	*21,791*
				1938-39	(r)25,41,838	300,415	Nil	21,275
Deulbera .	Bengal Nagpur Railway.	Orissa .	(g) 1st Sept. 1932.	*1936-37*	*20,00,544*	*26,854*	*Nil*	*3,120*
				1937-38	(n)*19,41,201*	*121,271*	*Nil*	*8,821*
				1938-39	(r)19,29,550	128,510	Nil	8,177
Talcher	Madras & Southern Mahratta Railway.	Orissa .	Sept. 1930	*1936-37*	*39,09,899*	*153,089*	*Nil*	*5,393*
				1937-38	*40,35,137*	*193,018*	*Nil*	*11,044*
				1938-39	40,58,620	180,462	Nil	9,840
Jarangdih .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar .	1st April 1927.	*1936-37*	*78,81,602*	*62,519*	*8,205*	*6,549*
				1937-38	(p)*78,57,335*	*85,841*	*8,638*	*10,231*
				1938-39	(l)78,04,535	83,528	70,86	5,209
Religara .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar .	..	*1936-37*	*20,79,627*	††	††	††
				1937-38	(o)*19,80,626*	††	††	††
				1938-39	(m)18,75,019	††	††	††
Kurasia .	Bombay Baroda & Central India Railway.	Central Provinces.	7th May 1932.	*1936-37*	*13,20,417*	*177,227*	*Nil*	*2,655*
				1937-38	*13,70,495*	*290,670*	*Nil*	*2,832*
				1938-39	(h)15,22,328	280,060	Nil	3,206
Kedla .	East Indian and Bengal Nagpur Railways.	Bihar and Orissa.	..	*1936-37*	*7,36,561*	§	§	§
				1937-38	*7,36,561*	§	§	§
				1938-39	(t)3,68,280	§	§	§

(*a*) The decrease is due to credits to Sinking Fund.
(*b*) Revised figures.
(*c*) Represents Dust coal.
(*d*) Includes coal consumption.
(*e*) Represents Smithy coal
(*f*) The decrease in the combind figures (Kurharbaree & Serampur) is due mainly to credits to Sinking Fund being more during the year than debits to Capital & credits to Floating assets during the year.
(*g*) Stopped from 4th June 1936 and recommenced from 26th February 1937.
(*h*) Includes Rs. 43,453 on account of Sinking Fund recovered.
(*i*) The decrease is due to credits to Sinking Fund Accounts having been more than the net additions to fixed assets during the year.
(*j*) Includes figures of Serampur colliery; separate figures being not available.
(*k*) Included with the figures of Kurharbaree Colliery.
(*l*) The decrease is due to disposal of plant and materials released from abondoned works, inclusion of Sinking Fund charges and credit for the value of stores used from stock.
(*m*) The decrease is mainly due to the write-off of the amount of Rs. 1,04,337 to the Revenue Accounts of the B. B. & C. I. & M. & S. M. Railways.
(*n*) The decrease is due to redemption of capital on Sinking Fund basis and value of surplus material credited to capital account.
(*o*) The decrease is mainly due to the write-off of the amount of Rs. 1,04,083 to the Revenue accounts of the B. B. & C. I. and M. & S. M. Railways.
(*p*) The decrease is due to credit being received for materials released from works owing to closing down of Pits.
(*q*) The decrease is mainly due to credit to Sinking Fund and Floating Assets being more than debit to capital.

DIX B.

for the years 1936-37 to 1938-39.

PUT. Total.	Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Colliery.
10	11	12	13	14	15	16	17	18
Tons.	Tons.	Rs.	Rs.		Tons.			
769,848	*769,978*	*13,94,974*	*1·81*	*1,685*	*457*	*2*	*12*	Bokaro.
1,080,739	*1,080,739*	*20,14,397*	*1·86*	*3,273*	*330*	*1*	*8*	
1,030,621	1,030,621	18,20,594	1·77	3,252	317	2	16	
55,913	*55,913*	*2,48,535*	*4·44*	*270*	*207*	*Nil*	*Nil*	Swang.
68,211	*68,211*	*2,83,701*	*4·16*	*233*	*293*	*1*	*2*	
48,401	48,401	2,50,856	5·18	173	280	*Nil*	1	
271,102	*290,734*	*12,53,317*	*4·62*	*1,385*	*144*	*7*	*13*	Kurharbaree.
270,508	*304,332*	*14,00,415*	*5·17*	*2,024*	*134*	*1*	*46*	
341,671	361,838	18,45,106	5·40	2,166	168	2	48	
394,476	*438,164*	*15,96,914*	*4·05*	*2,492*	*158*	*Nil*	*21*	Serampur.
371,779	*422,423*	*15,98,034*	*4·30*	*1,812*	*205*	*3*	*40*	
304,705	339,759	15,20,316	4.99	1,549	197	3	28	
67,167	*67,167*	*5,29,120*	*7·88*	*598*	*112*	*1*	*3*	Bhurkunda
197,756	*197,756*	*9,78,960*	*4·95*	*1,083*	*188*	*Nil*	*3*	
168,086	168,086	9,49,484	5·65	1,254	134	2	7	
576,581	*576,581*	*16,41,773*	*2·84*	*3,314*	*174*	*Nil*	*15*	Kargali.
852,790	*852,790*	*29,05,639*	*3·41*	*5,171*	*165*	*7*	*31*	
661,352	661,352	21,64,239	3·27	6,012	110	3	9	
259,573	*259,573*	*7,00,606*	*2·70*	*1,674*	*155*	*1*	*Nil*	Argada.
286,838	*286,838*	*7,31,230*	*2·55*	*1,452*	*198*	*Nil*	*1*	
321,690	321,690	8,54,508	2·66	1,679	192	*Nil*	1	
29,974	*29,974*	*1,37,762*	*4·60*	*755*	*40*	*1*	*Nil*	Denlbera.
130,092	*130,092*	*5,26,633*	*4·05*	*1,158*	*112*	*1*	*5*	
136,687	136,687	5,39,845	3·95	1,130	121	2	6	
158,482	*158,482*	*4,63,689*	*2·93*	*232*	*683*	*Nil*	*141*	Talcher.
204,062	*204,062*	*5,27,365*	*2·58*	‡*1,099*	*186*	*Nil*	*519*	
190,302	190,302	5,21,379	2·74	1,305	146	1	457	
77,273	*77,538*	*3,20,434*	*4·15*	*936*	*83*	*4*	*3*	Jarangdih.
104,710	*103,662*	*3,46,892*	*3·31*	*475*	*220*	*Nil*	*11*	
95,823	93,572	3,38,856	3·54	520	184	*Nil*	2	
††	††	††	††	††	††	††	††	Religara.
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
179,882	*179,921*	*5,10,192*	*2·84*	*828*	*217*		*5*	Kurasia.
293,502	*293,544*	*7,18,409*	*2·66*	*1,016*	(*b*) *289*	*Nil*	*7*	
283,266	283,318	7,64,069	2·70	1 142	248	*Nil*	4	
§	§	§	§	§	§		§	Kedla.
§	§	§	§	§	§		§	
§	§	§	§	§	§		§	

(*r*) The decrease is due to redemption of capital on sinking fund basis.

(*s*) The decrease is due to Rs. 85,000/- (being the cost of rails and coal tubs) having been written back to working expenses from the Capital and Sinking Fund.

(*t*) The decrease is due to the Bengal Nagpur Railway share having been written back to Revenue.

†† Development work has been suspended and the colliery relinquished.

§ Further Development postponed indefinitely.

‡ Includes Contractors labour not included in previous years.

APPEN

I.—*Statement showing the Number of Servants of all races employed on each Railway system (open line*

Number of

Railways.	Europeans.		Indians.									
			Hindus.				Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
			Hindus other than Depressed Classes.		Depressed Classes.							
	1937-38.	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.
1	2	3	4	5	6	7	8	9	10	11	12	13
CLASS I.												
Assam-Bengal .	*43*	45	*7,587*	7,497	*2,903*	2,557	*6,161*	5,811	*242*	246	*148*	144
Bengal & North Western.	**93*	90	**20,209*	19,792	** 3,905*	4,253	**3,804*	3,870	*248*	236	*9*	11
Bengal-Nagpur .	*213*	192	*48,085*	48,600	*10,977*	10,596	*6,310*	6,722	*1,918*	1,976	*548*	532
Bombay, Baroda & Central India.	**343*	306	**40,281*	39,717	**7,560*	7,717	**11,085*	10,985	**947*	951	**221*	214
Eastern Bengal .	*149*	144	*26,047*	27,419	*9,359*	8,831	*16,667*	16,704	*624*	605	*214*	234
East Indian .	**587*	554	**79,158*	83,490	**17,990*	20,720	**25,231*	25,660	**2,368*	2,420	**486*	463
Great Indian Peninsula.	*321*	279	*45,812*	43,719	*17,281*	17,610	*10,102*	10,018	*1,623*	1,606	*263*	267
Jodhpur .	*21*	21	*5,414*	5,447	*821*	673	*1,807*	1,790	*25*	26	*21*	23
Madras & Southern Mahratta.	**156*	139	*26,121*	25,904	*9,736*	10,383	*5,230*	5,303	*1,822*	1,815	*33*	25
Mysore State .	‡	1	‡	2,698	‡	215	‡	480	‡	112	‡	*Nil*
Nizam's State .	*77*	83	*7,126*	7,414	*4,858*	4,963	*2,512*	2,804	*367*	384	*14*	15
North Western .	**471*	435	**31,673*	31,267	**4,665*	5,523	**55,452*	56,038	**965*	1,436	** 5,849*	5,564
Rohilkund and Kumaun.	*14*	10	*3,021*	2,769	*799*	1,246	*1,786*	1,902	*40*	45	*3*	2
South Indian .	*90*	91	*26,974*	26,686	*2,561*	2,615	*2,063*	2,031	*1,451*	1,430	*Nil*	*Nil*
Total .	**§2,552*	2,390	**§367,508*	372,419	**§93,415*	97,902	**§148,260*	149,918	**§12,640*	13,288	**§7,309*	7,494
CLASS II.												
Barsi Light .	*7*	6	*771*	779	*365*	365	*160*	167	*15*	15	*Nil*	*Nil*
Bengal-Dooars .	*4*	3	*688*	690	*664*	554	*236*	224	*9*	10	*17*	11
Bhavnagar State	*2*	2	*2,081*	2,027	*942*	962	*257*	251	*Nil*	*Nil*	*Nil*	1
Bikaner State .	*9*	11	*3,403*	3,428	*(a)*	*(a)*	*851*	873	*2*	1	*45*	53
Darjeeling-Himalayan.	*5*	7	*1,520*	1,564	*161*	156	*68*	64	*17*	20	*1*	1
Dibru-Sadiya .	*11*	10	*975*	1,003	*647*	657	*304*	346	*4*	1	*28*	26
Gaekwar's Baroda State.	*1*	1	*3,197*	3,164	*411*	419	*308*	302	*13*	14	*38*	27
Gondal .	*Nil*	*Nil*	*1,075*	1,097	*183*	174	*60*	54	*Nil*	*Nil*	*Nil*	*Nil*
Jaipur State .	*3*	3	*625*	728	*157*	172	*164*	197	*6*	6	*1*	1
Jamnagar-Dwarka	*Nil*	*Nil*	*938*	996	*21*	21	*204*	196	*Nil*	*Nil*	*Nil*	*Nil*
Junagad State .	*4*	4	*1,132*	1,146	*60*	59	*242*	250	*7*	8	*Nil*	*Nil*
Morvi . .	*Nil*	*Nil*	*841*	855	*39*	32	*79*	72	*Nil*	*Nil*	*Nil*	*Nil*
Mysore State .	*2*	†	*2,707*	†	*2*	†	*480*	†	*67*	†	*Nil*	†
Shahdara (Delhi)-Saharanpur.	*2*	3	*240*	297	*89*	74	*251*	253	*8*	7	*6*	6
Total .	*50*	§50	*20,193*	§17,774	*3,741*	§3,645	*3,664*	§3,249	*148*	§82	*136*	§126
Class III, Total .	*29*	29	**4,083*	4,089	**2,244*	2,248	**939*	929	**19*	21	*6*	7
Railway Board & Other Railway Offices.	**39*	36	**2,659*	2,743	**487*	423	**723*	741	*53*	49	*116*	118
Grand Total .	**2,700*	2,505	**394,443*	397,025	**99,887*	104,218	**153,586*	154,837	**12,860*	13,440	**8,067*	7,745

*Revised figures.
†Included under class I Railways.
‡Included under class II Railways.
§Excludes Mysore Railway figures.
(*a*) No distinction is observed on this Railway between Hindus—other than Depressed classes and Hindus—Depressed classes.

DIX C.

only) and in the Railway Board and other Railway Offices at the close of the years 1937-38 and 1938-39.

servants employed.

Indian Christians.		Parsis.		Other communities.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt.)		Railways.
1937-38.	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	
14	15	16	17	18	19	20	21	22	23	24	25	26
												CLASS I.
122	113	*1*	1	*98*	200	*17,262*	16,569	*17,310*	16,614	*17,310*	16,614	A.-B.
207	205	*2*	2	*3*	3	*28,387*	28,372	**28,480*	28,462	**28,480*	28,462	B. & N.-W.
1,153	1,134	*14*	18	*28*	34	*69,033*	69,612	*69,246*	69,804	*69,246*	69,804	B.-N.
**1,606*	1,622	**832*	839	**483*	481	**63,015*	62,526	**63,358*	62,832	**63,358*	62,832	B., B. & C. I.
255	236	*3*	2	*17*	16	*53,136*	54,047	*53,335*	54,191	*53,337*	54,192	E. B.
697	712	**16*	19	**29*	16	**125,975*	133,500	**126,562*	134,054	**126,568*	134,059	E. I.
3,385	3,374	*471*	465	*448*	369	*79,385*	77,428	*79,706*	77,707	*79,707*	77,711	G. I. P.
94	89	*2*	2	*8*	10	*8,192*	8,060	*8,213*	8,081	*8,214*	8,082	Jodhpur.
**3,564*	3,857	*49*	50	*264*	363	**46,869*	47,700	*47,024*	47,839	*47,024*	47,839	M. & S. M.
‡	246	‡	1	‡	10	‡	3,762	‡	3,763	‡	3,763	Mysore State.
894	894	¶	¶	*71*	82	*15,842*	16,356	*15,919*	16,439	*15,919*	16,439	N. S.
**1,138*	1,154	*62*	63	*20*	44	**99,824*	101,089	**100,295*	101,524	**100,299*	101,528	N. W.
29	27	*Nil*	*Nil*	*Nil*	1	*5,678*	5,992	*5,692*	6,002	*5,692*	6,002	R. & K.
3,709	3,694	*Nil*	*Nil*	*6*	6	*36,764*	36,462	*36,854*	36,553	*36,854*	36,553	S. I.
**§16,353*	17,357	**§1,452*	1,462	**§1,475*	1,635	**§649,412*	661,475	**§651,994*	663,865	**§652,008*	663,880	Total.
												CLASS II.
52	53	*Nil*	*Nil*	*1*	*Nil*	*1,364*	1,379	*1,371*	1,385			Barsi Light.
5	4	*Nil*	*Nil*	*7*	3	*1,626*	1,496	*1,630*	1,499			B. D.
43	39	*33*	32	*Nil*	*Nil*	*3,356*	3,312	*3,358*	3,314			B. S.
5	7	¶	¶	*Nil*	*Nil*	*4,306*	4,362	*4,315*	4,373			BK. S.
13	12	*Nil*	*Nil*	*15*	14	*1,795*	1,831	*1,800*	1,838			D. H.
36	27	¶	¶	*1*	4	*1,995*	2,064	*2,006*	2,074			D. S.
54	51	*12*	10	*2*	2	*4,035*	3,989	*4,036*	3,990			G. B. S.
10	8	*Nil*	*Nil*	*Nil*	*Nil*	*1,328*	1,333	*1,323*	1,333			Gondal.
6	3	*Nil*	*Nil*	*Nil*	*Nil*	*959*	1,107	*962*	1,110			Jaipur State.
13	13	*1*	2	*Nil*	*Nil*	*1,177*	1,228	*1,177*	1,228			J. D.
6	5	*2*	1	*8*	6	*1,457*	1,475	*1,461*	1,479			J. S.
2	2	*1*	1	*Nil*	1	*962*	963	*962*	963			Morvi.
Nil	†	*1*	†	*249*	†	*3,506*	†	*3,508*	†			Mysore State.
4	1	*Nil*	*Nil*	*29*	*Nil*	*627*	638	*629*	641			S. (D.) S.
249	§225	*50*	§46	*312*	§30	*28,493*	§25,177	*28,543*	§25,227			Total.
**55*	54	*5*	5	*15*	14	**7,366*	7,367	**7,395*	7,398			Cl. III Total.
61	67	*Nil*	*Nil*	*1*	1	**4,100*	4,142	**4,139*	4,178			R. Bd. & other R. O.
**17,218*	17,703	**1,507*	1,513	**1,803*	1,680	**689,371*	698,161	**692,071*	700,666			Grand Total.

¶Not furnished.

APPENDIX C—*contd.*

II. – *Statement showing number of servants of all races employed on Class I Railways — Open line and Construction—(excluding His Exalted Highness the Nizam's State, Jodhpur and Mysore State Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1937-38 and 1938-39.*

Name of Railway.	31st MARCH 1938.											31st MARCH 1939.									
		Indians.											Indians.								
		Hindus.											Hindus.								
	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Cols. 3 to 10).	Total No. on the Railway (Col. 2 *plus* 11).	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Columns 14 to 21).	Total No. on the Railway (Column 13 *plus* 22).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
State Managed Railways.																					
Eastern Bengal ..	104	7,441	193	2,161	552	27	51	1	17	10,443	10,547	102	7,399	209	2,272	536	30	49	1	16	10,512	10,614
East Indian ..	*451	*16,474	*366	*4,177	*2,227	*121	*266	10	*10	*23,651	*24,102	424	16,320	361	4,383	2,275	131	246	12	6	23,734	24,158
Great Indian Peninsula	193	9,694	294	1,576	1,437	56	1,249	408	167	14,881	15,074	159	9,680	292	1,572	1,434	54	1,244	403	174	14,853	15,012
North Western ..	*346	*11,306	*54	*7,021	*811	*1,568	*200	59	15	*21,034	*21,380	313	11,272	54	7,261	809	1,561	190	53	24	21,224	21,537
Railway Board and Miscellaneous Offices.	2	1,510	*8	*319	41	61	38	*Nil*	1	1,978	1,980	1	1,507	11	335	39	65	40	*Nil*	1	1,998	1,999
Total ..	*1,096	*46,425	*915	*15,254	*5,068	*1,833	*1,804	478	*210	*71,987	*73,083	999	46,178	927	15,823	5,093	1,841	1,769	469	221	72,321	73,320
Company Managed Railways.																					
Assam Bengal ..	14	2,607	211	1,124	193	27	41	*Nil*	57	4,260	4,274	14	2,608	129	1,004	182	29	36	*Nil*	27	4,015	4,029
Bengal Nagpur ..	106	7,934	51	799	1,210	91	187	8	5	10,285	10,391	92	8,127	60	850	1,287	99	203	9	7	10,642	10,734
B. and N. Western ..	36	*3,856	*96	*1,154	245	6	*74	2	2	*5,435	*5,471	40	3,940	107	1,223	233	7	77	2	2	5,591	5,631
B. B. and Central India	*229	*13,249	*623	*4,536	*856	*111	*773	*670	*280	*21,098	*21,327	200	12,833	603	4,267	860	112	775	677	274	20,401	20,601
M. and S. Mahratta..	*76	6,837	108	943	1,319	8	*686	34	90	*10,025	10,101	67	6,862	127	974	1,276	7	692	35	134	10,107	10,174
R. and Kumaon ..	6	645	1	266	34	2	8	*Nil*	*Nil*	956	962	3	643	1	272	39	1	9	*Nil*	*Nil*	965	968
South Indian ..	31	*7,273	*44	*600	*977	*Nil*	*810	*Nil*	*2	*9,706	*9,737	36	7,452	63	636	955	*Nil*	932	*Nil*	2	10,040	10,076
Total	*498	*42,401	*1,134	*9,422	*4,834	*245	*2,579	*714	*436	*61,765	*62,263	452	42,465	1,090	9,226	4,832	255	2,724	723	446	61,761	62,213
Grand Total	*1,594	*88,826	*2,049	*24,676	*9,902	*2,078	*4,383	*1,192	*646	*133,752	*135,346	1,451	88,643	2,017	25,049	9,925	2,096	4,493	1,192	667	134,082	135,533

*Revised figures.

APPENDIX C.

III.—Statement showing the total nu mberand cost of Gazetted and Non-Gazetted staff under selected pay categories (open line and construction) employed on Class I Railways (excluding Jodhpur, His Exalted Highness the Nizam's State and Mysore State Railways) as on 31st March 1938 and 31st March 1939.

III.—Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay Exalted Highness the Nizam's State and

Railway system.	Year.	I.—Gazetted Officers.				
		Number.	Cost.			
			Salary.	Provident Fund.	Gratuity.	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1937-38*	*118*	*20,13,420*	*1,18,515*	*39,291*	*21,71,226*
	1938-39	120	19,83,431	1,21,443	61,471	21,66,345
East Indian	*1937-38*	*293*	*46,90,951*	*2,85,640*	*2,40,719*	*52,17,310*
	1938-39	298	44,70,587	3,10,973	1,63,530	49,45,090
Great Indian Peninsula	*1937-38*	*217*	*35,13,257*	*3,04,709*	*1,64,170*	*39,82,136*
	1938-39	220	34,52,345	3,03,795	1,23,260	38,79,400
North Western	*1937-38*	*282*	*42,76,075*	*2,40,025*	*1,83,181*	*46,99,281*
	1938-39	288	42,35,570	2,39,324	1,57,304	46,32,198
Railway Board and Miscellaneous Offices	*1937-38*	*77*	*17,15,070*	*88,583*	*12,095*	*18,15,753*
	1938-39	73	17,06,723	75,916	7,834	17,90,473
Total	*1937-38*	*987*	*1,62,08,773*	*10,37,477*	*6,39,456*	*1,78,85,706*
	1938-39	999	1,58,48,656	10,51,451	5,13,399	1,74,13,506
COMPANY-MANAGED.						
Assam Bengal	*1937-38*	*69*	*8,92,453*	*78,206*	*24,341*	*9,95,000*
	1938-39	64	9,32,065	76,787	40,640	10,49,492
Bengal and North Western	*1937-38*	*81*	*9,83,866*	*	*	*11,95,056*
	1938-39	74	9,36,557	*	*	10,86,843
Bengal Nagpur	*1937-38*	*195*	*30,08,094*	*2,38,211*	*1,49,513*	*33,95,818*
	1938-39	194	29,66,491	2,46,316	50,394	32,63,201
Bombay, Baroda and Central India	*1937-38*	*173*	*27,33,832*	*2,21,709*	*1,18,288*	*30,73,829*
	1938-39	174	26,41,196	2,15,328	1,13,434	29,69,958
Madras and Southern Mahratta	*1937-38*	*134*	*21,04,094*	*1,69,710*	*33,801*	*23,07,605*
	1938-39	142	21,59,006	1,78,589	1,23,127	24,60,722
Rohilkund and Kumaon	*1937-38*	*16*	*1,95,886*	*19,010*	*18,280*	*2,33,176*
	1938-39	15	1,90,166	17,258	25,792	2,33,216
South Indian	*1937-38*	*133*	*16,98,693*	*1,42,722*	*50,883*	*18,92,298*
	1938-39	135	15,99,140	1,38,359	97,694	18,35,193
Total	*1937-38*	*801*	*1,16,16,918*	*†8,69,563*	*†3,95,106*	*1,30,92,782*
	1938-39	798	1,14,24,621	†8,72,637	†4,51,081	1,28,98,625
Grand Total	*1937-38*	*1,788*	*2,78,25,691*	*†19,07,045*	*†10,34,562*	*3,09,78,488*
	1938-39	1,797	2,72,73,277	†19,24,088	†9,64,480	3,03,12,131

* Figures not available.
† Excludes B. and N. W. Railway figures.

DIX C—*contd.*

categories (open line and construction) employed on Class I Railways (excluding Jodhpur, His Mysore State Railways), as on 31st March 1938 and 31st March 1939.

II.—Subordinates drawing pay Rs. 250 per mensem or over or on scales of pay rising to Rs. 250 per mensem.					III.—Subordinates on scales of pay rising to Rs. 30 per mensem and over but below Rs. 250.				
Number.	Cost.				Number.	Cost.			
	Salary.	Provident Fund.	Gratuity.	Total.		Salary.	Provident Fund.	Gratuity.	Total.
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
401	*17,26,417*	*1,32,331*	*1,01,056*	*19,59,804*	*9,091*	*89,25,089*	*7,01,207*	*3,33,347*	*99,59,643*
409	17,51,856	1,40,037	1,32,992	20,24,885	9,156	91,06,712	7,10,259	3,23,180	1,01,40,151
1,904	*86,67,763*	*6,94,290*	*4,72,176*	*98,34,229*	*21,863*	*2,11,89,945*	*11,87,869*	*7,45,847*	*2,31,23,661*
1,892	86,22,402	6,63,114	4,08,725	96,94,241	21,958	2,16,48,605	12,33,157	7,45,160	2,36,26,922
1,245	*53,46,971*	*5,77,604*	*2,60,040*	*61,84,615*	*13,526*	*1,51,53,615*	*13,31,411*	*3,48,890*	*1,68,33,916*
1,184	53,61,202	5,54,278	2,90,835	62,06,315	13,471	1,48,82,840	13,26,723	4,65,197	1,66,74,760
1,334	*55,99,154*	*4,58,766*	*3,34,318*	*63,92,238*	*17,833*	*2,10,26,245*	*16,41,168*	*6,24,005*	*2,32,91,418*
1,327	55,11,433	4,56,065	4,09,860	63,77,358	18,018	2,09,31,320	16,07,044	7,77,080	2,33,15,444
211	*7,45,105*	*42,423*	*3,237*	*7,90,765*	*1,747*	*17,78,100*	*1,45,783*	*36,045*	*19,59,928*
207	7,27,651	39,254	11,166	7,78,071	1,769	17,91,736	1,44,095	44,629	19,80,460
5,095	*2,20,85,410*	*19,05,414*	*11,70,827*	*2,51,61,651*	*64,060*	*6,80,72,994*	*50,07,438*	*20,88,134*	*7,51,68,566*
5,019	2,19,74,544	18,52,748	12,53,578	2,50,80,870	64,372	6,83,61,213	50,21,278	23,55,246	7,57,37,737
112	*4,46,625*	*35,468*	*14,156*	*4,96,249*	*3,659*	*28,30,139*	*2,39,374*	*1,00,443*	*31,69,956*
108	4,35,277	42,573	13,042	4,90,892	3,632	27,96,497	2,32,879	94,772	31,24,148
112	*4,29,637*	*	*	*4,79,231*	*4,382*	*29,01,073*	*	*	*
118	4,57,289	*	*	5,11,311	4,517	29,12,078	*	*	*
818	*28,25,195*	*2,33,325*	*2,17,251*	*32,75,771*	*9,573*	*1,16,40,985*	*9,57,823*	*3,00,098*	*1,28,98,906*
848	29,99,571	2,47,651	1,66,743	34,13,965	9,886	1,19,60,883	9,63,698	3,64,850	1,32,89,431
942	*42,24,872*	*3,39,775*	*3,59,265*	*49,23,912*	*18,588*	*1,92,08,963*	*14,59,465*	*5,71,910*	*2,12,40,338*
942	43,41,324	3,50,928	4,19,989	51,12,241	18,289	1,85,27,056	14,38,206	8,44,867	2,08,10,129
305	*13,90,066*	*1,14,937*	*1,20,980*	*16,26,033*	*9,578*	*89,25,897*	*7,32,030*	*3,02,887*	*99,60,814*
284	13,15,234	1,06,306	1,66,302	15,87,842	9,663	88,99,906	7,38,543	3,44,927	99,83,376
21	*81,741*	*6,525*	*2,520*	*90,786*	*928*	*5,22,515*	*39,401*	*17,585*	*5,79,501*
22	80,655	7,042	7,525	95,222	933	5,21,252	40,815	21,213	5,83,280
262	*11,28,116*	*91,739*	*1,27,880*	*13,47,735*	*8,586*	*71,20,322*	*5,71,309*	*3,21,447*	*80,13,078*
256	11,13,470	91,177	1,61,674	13,66,321	8,694	72,91,798	5,88,753	3,29,959	82,10,510
2,572	*1,05,26,252*	*†8,21,819*	*†8,42,052*	*1,22,39,717*	*55,294*	*5,31,49,894*	*†39,99,402*	*†16,14,370*	*†5,53,62,593*
2,578	1,07,42,820	†8,45,677	†9,35,275	1,25,77,794	55,614	5,29,09,470	†40,02,894	†20,00,588	†5,60,00,874
7,667	*3,26,11,662*	*†27,27,233*	*†20,12,879*	*3,74,01,368*	*1,19,354*	*12,12,22,888*	*†90,06,840*	*†37,02,504*	*†13,10,31,159*
7,597	3,27,17,364	†26,98,425	†21,88,853	3,76,58,664	1,19,986	12,12,70,683	†90,24,172	†43,55,834	†13,17,38,611

APPEN

III.—Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected Exalted Highness the Nizam's State and

Railway system.	Year.	IV.—Subordinates drawing scales of pay below Rs. 30 per mensem				
		Number.	Cost.			
			Salary.	Provident Fund.	Gratuity.	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1937-38*	*1,055*	*3,76,007*	*21,335*	*4,731*	*4,02,573*
	1938-39	1,049	3,75,727	21,191	4,970	4,01,888
East Indian	*1937-38*	*335*	*1,22,181*	*6,339*	..	*1,29,020*
	1938-39	308	74,475	2,656	826	77,957
Great Indian Peninsula	*1937-38*	*303*	*1,32,104*	*4,214*	*2,483*	*1,38,801*
	1938-39	357	1,35,368	5,124	4,025	1,44,517
North Western	*1937-38*	*2,213*	*1,39,708*	*6,005*	..	*1,45,713*
	1938-39	2,192	1,30,820	3,307	..	1,34,127
Railway Board and Miscellaneous Offices	*1937-38*	*22*	*5,280*	..	..	*5,280*
	1938-39	23	5,540	..	..	5,540
Total	*1937-38*	*3,928*	*7,75,280*	*38,893*	*7,214*	*8,21,387*
	1938-39	3,929	7,21,930	32,278	9,821	7,64,029
COMPANY-MANAGED.						
Assam Bengal	*1937-38*	*503*	*1,18,850*	*4,089*	*2,175*	*1,25,114*
	1938-39	289	87,541	361	3,842	91,744
Bengal and North Western	*1937-38*	*977*	*2,39,208*	*	*	*
	1938-39	996	2,45,719	*	*	*
Bengal Nagpur	*1937-38*	*Nil.*	*Nil*	*Nil.*	*Nil.*	*Nil.*
	1938-39	*Nil*	*Nil.*	*Nil.*	*Nil.*	*Nil.*
Bombay, Baroda and Central India	*1937-38*	*1,797*	*4,83,937*	*35,327*	*22,365*	*5,41,629*
	1938-39	1,370	4,94,067	38,272	24,071	5,56,410
Madras and Southern Mahratta	*1937-38*	*218*	*45,814*	*3,443*	*36*	*49,293*
	1938-39	227	48,005	3,557	289	51,851
Rohilkund and Kumaon	*1937-38*	*13*	*3,372*	*141*	..	*3,513*
	1938-39	13	3,430	156	..	3,586
South Indian	*1937-38*	*889*	*2,32,900*	*7,860*	..	*2,40,760*
	1938-39	1,126	1,70,227	12,991	826	1,84,044
Total	*1937-38*	*4,397*	*11,24,031*	†*50,860*	†*24,676*	†*9,60,309*
	1938-39	4,021	10,48,989	†55,337	†29,028	†8,87,635
Grand Total	*1937-38*	*8,325*	*18,99,361*	†*89,753*	†*31,790*	†*17,81,696*
	1938-39	7,950	17,70,919	†87,615	†38,849	†16,51,664

* Figures not available.

† Excludes B. and N. W. Railway figures.

DIX C—*concld.*

pay categories (open line and construction) employed on Class I Railways (excluding Jodhpur, His Mysore State Railways), as on 31st March 1938 and 31st March 1939.

V.—Daily rated labour and inferior staff.					VI.—Total (I to V).				
Number.	Cost.				Number.	Cost.			
	Salary.	Provident Fund.	Gratuity.	Total.		Salary.	Provident Fund.	Gratuity.	Total.
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
42,672	*1,10,90,403*	*3,78,660*	*1,44,264*	*1,16,13,327*	*53,337*	*2,41,31,336*	*13,52,548*	*6,22,689*	*2,61,06,573*
43,458	1,11,83,737	4,06,168	1,33,337	1,17,23,242	54,192	2,44,01,463	13,99,098	6,55,950	2,64,56,511
1,02,191	*2,61,29,742*	*14,64,864*	*4,23,214*	*2,80,17,820*	*1,26,586*	*6,08,00,582*	*36,39,502*	*18,81,956*	*6,63,22,040*
1,09,603	2,66,06,045	15,12,020	4,01,305	2,85,19,370	1,34,059	6,14,22,114	37,21,920	17,19,546	6,68,63,580
64,416	*1,96,26,857*	*3,95,340*	*2,62,873*	*2,02,85,070*	*79,707*	*4,37,72,804*	*26,13,278*	*10,38,456*	*4,74,24,538*
62,479	1,95,18,193	3,82,287	3,02,187	2,02,02,667	77,711	4,33,49,948	25,72,207	11,35,504	4,71,07,659
78,637	*2,67,19,462*	*5,49,374*	*4,67,367*	*2,77,36,203*	*1,00,299*	*5,77,60,644*	*28,95,338*	*16,08,871*	*6,22,64,853*
79,992	2,67,09,822	5,26,054	5,62,251	2,77,98,127	1,01,817	5,75,18,965	28,31,794	19,06,495	6,22,57,254
2,085	*2,10,397*	*2,900*	*743*	*2,14,040*	‡*4,142*	*44,53,952*	*2,79,694*	*52,120*	*47,85,766*
2,109	2,74,227	2,716	955	2,77,898	‡4,181	45,05,877	2,91,981	64,534	48,32,442
2,90,001	*8,37,76,861*	*27,91,138*	*12,98,461*	*8,78,66,460*	*3,64,071*	*79,09,19,318*	*1,07,30,360*	*52,04,092*	*20,69,03 770*
2,97,641	8,42,92,024	28,29,245	14,00,035	8,85,21,304	3,71,960	19,11,98,367	1,07,37,030	55,32,079	20,75,17,446
12,967	*30,12,642*	*70,975*	*32,514*	*31,16,131*	*17,310*	*73,00,709*	*4,28,112*	*1,73,629*	*79,02,450*
12,521	31,26,534	78,173	49,696	32,54,403	16,614	73,77,914	4,30,773	2,01,992	80,10,679
22,928	*33,83,194*	*	*	*	*28,480*	*79,36.978*	*4,09.327*	*2,97,583*	*86,43,888*
22,843	33,32,162	*	*	*	28,548	78,83,805	4,48,631	2,81,135	86,13,571
58,660	*1,46,15,228*	*3,75,555*	*2,94,159*	*1,57,84,942*	*69,246*	*3,20,89,502*	*23,04,914*	*9,61,021*	*3,53,55,437*
58,876	1,50,09,641	3,79,498	2,91,367	1,61,80,506	69,804	3,29,36,586	23,37,163	8,73,354	3,61,47,103
41,868	*1,15,49,064*	*3,16,239*	*1,93,743*	*1,20,59,046*	*63,368*	*3,82,00.663*	*23,72.515*	*12,65,571*	*4,18,38,754*
42,063	1,14,67,706	3,14,478	1,99,296	1,19,81,480	62,838	3,74,71,349	23,57,212	16,01,657	4,14,30,218
36,789	*1,08,57,287*	*4,97,309*	*3,23,387*	*1,16,78,483*	*47,024*	*2,33.23,158*	*15.17.479*	*7,81,591*	*2,56,22,228*
37,523	1,05,33,286	4,55,042	2,43,886	1,12,32,214	47,839	2,29,55,437	14,82,037	8,78,531	2,53,16,005
4,714	*8,45,055*	*27,513*	*14,573*	*8,87,141*	*5,692*	*16.48.569*	*92.590*	*52,958*	*17,94,117*
5,019	8,27,525	28,224	8,844	8,64,593	6,002	16,23,028	93,495	63,374	17,79,897
27,085	*64,56,166*	*3,65,161*	*1,38,839*	*69,60,166*	*36,955*	*1.66,36,197*	*11,78.791*	*6,39,049*	*1,84,54,037*
26,596	64,15,679	3,37,761	1,73,480	69,26,920	36,807	1.65,90,314	11,69,041	7,63,633	1,85,22,988
2,05,011	*5,07,18,636*	†*21,52,752*	†*9,97,715*	†*5,04,85,909*	*2,68,075*	*12,71,35,781*	*83,03,728*	*41,71,402*	*13,96,10,911*
2,05,441	5,07,12,533	†20,93,176	†9,66,569	†5,04,40,116	2,68,452	12,68,38,433	83,18,352	46,63,676	13,98,20,461
4,95,012	*13,44,95,497*	†*49,43,890*	†*22,96,176*	†*13,83,52,369*	*6,32,146*	*31,80,55,099*	*1,90,84,088*	*93,75,494*	*34,65,14,681*
5,03,082	13,50,04,557	†49,22,421	†23,66,604	†13,89,61,420	6,40,412	31,80,36,800	1,91,05,352	1,01,95,755	34,73,37,907

‡ Includes I. A. and A. S. Officers.

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1938-39 and the preceding four years.

[Summary of Appendices D (*ii*) to D (*vi*).]

Class of accidents. 1	1934-35. 2	1935-36. 3	1936-37. 4	* 1937-38. 5	* 1938-39. 6	References. 7
I.—*Accidents to trains*—						Appendix D (iii) Col. 310.
Collisions—						
Passenger trains	47	59	48	48	39	Items 1 to 3.
Other trains and light engines	166	204	205	215	222	„ 4 to 6.
Derailments—						
Passenger trains	274	273	282	258	274	„ 7 (*a*) & 7 (*b*).
Other trains	3,217	3,077	3,362	3,361	3,486	„ 8 (*a*) & 8 (*b*).
II.—*Failure of engines and rolling stock* Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes	115	95	101	85	77	Item 9 (*a*) (1).
(2) machinery springs, etc.	441	308	338	344	351	„ 9 (*a*) (2).
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes	224	260	299	237	306	„ 9 (*b*) (1).
(2) other causes	1,182	1,379	1,246	1,434	1,422	„ 9 (*b*) (2).
Failure of tyres and wheels	33	20	11	13	20	„ 9 (*c*) & 9 (*d*).
ditto axles	51	52	47	45	32	„ 9 (*e*).
ditto brake apparatus	15	9	33	22	17	„ 9 (*f*).
ditto couplings and draft gear	2,029	2,025	2,160	1,966	2,016	„ 9 (*g*).
Other rolling stock failures	748	435	164	274	249	„ 9 (*h*).
III.—*Failure of permanent-way*—						
Broken rails	323	321	309	316	358	„ 10 (*a*).
Failure of tunnels, bridges, viaducts, culverts, etc.	5	4	4	8	9	„ 10 (*b*).
Flooding of portions of permanent-way.	107	83	83	90	117	„ 10 (*c*).
Slips in cuttings or embankments	52	68	61	45	135	„ 10 (*d*).
IV.—*Fires*—						
Fire in trains	182	615	170	188	141	„ 11 (*a*).
Fire at stations or involving injury to bridges or viaducts.	33	64	55	36	46	„ 11 (*b*).
V.—*Other accidents*—						
Trains running over cattle on the line	9,362	9,538	9,573	9,191	8,781	„ 12 (*b*).
Train-wrecking	17	10	16	16	6	
Attempted train-Wrecking	107	101	84	73	83	
Trains running into road traffic at level crossings	73	85	78	116	94	„ 12 (*c*).
Trains running over obstructions not covered by circumstances mentioned in sub-paragraph (*c*) (*d*) & (*e*) above	189	201	183	157	213	„ 12 (*d*). „ 12 (*e*). „ 12 (*f*).
Miscellaneous	387	3	376	372	317	„ 12 (*g*) + 12 (*a*).
TOTAL	19,379	19,214	19,288	18,910	18,811	Total.

* Figures for 1937-38 onward are exclusive of the Burma Railway due to separation.

APPENIX D (*i*)—*concld.*

Summary of accidents and casualties reported by railways open for traffic in India as having occured during 1938-39 and the preceding four years—contd.

[Summary of Appendices D (*ii*) to D (*vi*)]—*concld.*

Class of accident.	1934-35.		1935-36.		1936-37.		1937-38.		1938-39.		References.
1	2		3		4		5		6		7
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
*NUMBER OF PERSONS KILLED OR INJURED.											
A.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—											Appendix D (*ii*).
Passengers	189	794	177	787	164	729	214	818	214	973	Total (*a*) Col. 30.
Railway servants . .	183	2,269	164	2,306	178	2,505	185	3,258	155	3,487	„ (*b*) Col. 55.
Other persons . . .	2,545	790	2,599	767	2,769	802	2,714	773	2,934	818	„ (*c*) Col. 55.
Total .	2,917	3,853	2,940	3,860	3,111	4,036	3,113	4,849	3,303	5,278	„ (*d*) Col. 55.
B.—*In accidents to trains, rolling-stock and permanent-way*—											Appendix D (*iii*).
Passengers . . .	15	74	5	87	13	72	105	174	66	272	Cols. 312 & 314—(Total).
Railway servants . .	10	107	16	135	7	191	18	107	17	152	„ 316 & 318— „
Other persons . . .	32	42	98	139	56	81	61	80	26	69	„ 320 & 322— „
Total .	57	223	119	361	76	344	184	361	109	493	„ 324 & 326—(Total).
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—											Appendix D (*iv*).
Passengers	5	38	3	27	2	31	1	14	..	19	Cols. 353 & 354—(Total).
Railway servants . .	24	6,071	22	6,618	16	7,038	30	8,773	27	9,860	„ 355 & 356— „
Other persons . . .	28	67	25	84	32	105	42	114	35	159	„ 357 & 358— „
TOTAL .	57	6,176	50	6,729	50	7,174	73	8,901	62	10,038	„ 359 & 360—(Total).
TOTAL PASSENGERS . .	209	906	185	901	179	832	320	1,006	280	1,264	A+B+C above.
TOTAL RAILWAY SERVANTS.	217	8,447	202	9,059	201	9,734	233	12,138	199	13,499	A+B+C above.
TOTAL OTHER PERSONS .	2,605	899	2,722	990	2,857	988	2,817	967	2,995	1,046	A+B+C above.
GRAND TOTAL . .	3,031	10,252	3,109	‡10,950	3,237	11,554	3,370	14,111	3,474	15,809	A+B+C above.

		Railway Servants.	Other Persons.	Total.	
*Number of persons killed or injured in Railway Workshops, etc., in 1938-39 not included in the above summary.	Killed ..	10	3	13	Totals (*b*),(*c*) & (*d*) (*Col. 405*).
	Injured ..	8,654	4	8,658	

† Figures for 1937-38 onward are exclusive of the Burma Railway due to separation.

‡ Revised figure.

Number of persons killed or injured during the year 1938-39 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Jodhpur.
7 (*a*)	8	9	10	11	12	13	14	15	16
(*a*) PASSENGERS.									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms	Killed	..	..	1	..	8	9	9	..
	Injured	..	..	2	..	4	10	7	..
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	..	..	..	..	5	4	5	..
	Injured	..	..	10	..	13	7	50	..
3. Crossing the line at stations	Killed	..	..	..	..	2	2	1	..
	Injured	2	..	..	..	..	1	6	..
4. Closing of carriage doors	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	1	..	..	..	4	..
5. Falling or jumping out of carriages during the running of trains.	Killed	7	3	1	22	4	11	20	..
	Injured	28	86	41	109	10	29	60	5
Other accidents	Killed	..	..	1	7	3	6	2	..
	Injured	16	7	2	81	2	5	108	..
TOTAL (*a*)	Killed	7	3	3	29	22	32	37	..
	Injured	47	93	56	190	29	52	235	5
(*b*) RAILWAY SERVANTS.									
(*i*) ACCIDENT IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed	..	..	..	..	1	2	2	..
	Injured	1	..	80	108	30	123	244	1
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc, standing on adjacent lines.	Killed	..	..	..	..	1	..	..	..
	Injured	..	..	..	2	..	3	5	..
3. Passing over or standing upon buffers during shunting.	Killed	..	..	..	1	..	..	..	..
	Injured	..	..	..	3	1	..	..	..
4. Getting on or off or falling off engines, wagons, c. during shunting.	Killed	..	..	..	1	..	..	..	..
	Injured	1	1	9	4	12	16	34	1
5. Braking, spragging or choking wheels	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	6	3	4	31	64	..
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	2	2	..	1	1	..
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	5	3	7	..	..
8. Other accidents during shunting operations not included in the preceding items.	Killed	..	..	3	..	..	5	3	..
	Injured	..	1	32	10	25	48	118	..
TOTAL (*i*)	Killed	..	..	3	2	2	7	5	..
	Injured	2	2	129	137	75	229	466	2

DIX D (ii).

vehicles, exclusive of accidents included in Appendix D (iii), *on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.*

Railways.						Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. of Class of Accidents [see Col. 7 (a)].
Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	† 1937-38.	1938-39.	1937-38.	§ 1938-39.	1937-38.	1938-39.	1937-38. (Cols. 23, 25 and 27.)	1938-39. (Cols. 24, 26 and 28.)	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
..	..	..	5	..	1	30	33	..	..	..	..	30	33	1
..	..	1	10	..	2	47	36	..	..	3	..	50	36	
..	1	..	17	..	1	11	33	1	..	..	..	12	33	2
..	..	..	26	..	4	98	110	..	1	3	4	101	115	
..	..	..	7	..	..	9	12	1	..	..	..	10	12	3
..	..	..	2	..	..	8	11	..	2	..	..	8	13	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	3	6	9	..	..	1	..	7	9	
4	..	..	37	..	3	143	112	..	2	..	1	143	115	5
40	8	3	58	10	42	447	529	23*	21‡	20	16	490	566	
..	..	..	2	..	..	19	21	..	..	..	..	19	21	6
2	..	..	3	1	5	160	232	2	2	..		162	234	
4	1	..	68	..	5	212	211	2	2	..	1	214	214	Total (a).
42	8	4	99	11	56	766	927	25*	26‡	27	20	818	973	
..		1	2	..	..	9	8	..	..	..	..	9	8	1
63	4	9	137	1	37	793	838	4	5	9	5	806	848	
..	..	..	..	.	..	..	1	1	..	..	..	1	1	2
..	..	..	4	..	1	15	15	..	..	..	..	15	15	
..	..	..	..	..	..	..	1	1	..	..	..	1	1	3
..	..	..	4	..	..	9	8	..	1	..	..	9	9	
..	..	..	1	..	..	2	2	..	..	..	..	2	2	4
2	..	2	49	..	..	102	131	..	..	1	3	163	134	
..	..	..	1	..	..	4	1	..	..	..	..	4	1	5
13	..	..	7	..	1	106	129	..	..	..	1	106	130	
..	..	..	..	..	..	..	..	..	..	1	..	1	..	6
..	..	..	5	..	..	16	11	..	..	..	..	16	11	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7
..	..	..	1	..	..	14	16	..	..	..	..	14	16	
1	..	..	2	1	..	19	15	..	1	..	..	19	16	8
17	..	5	24	1	..	267	281	..	..	1	..	268	281	
1	..	1	6	1	..	34	28	2	1	1	..	37	29	Total (i)
93	4	16	231	2	39	1,322	1,429	4	6	11	9	1,337	1,444	

* This does not include 3 passengers who jumped out of a running train but received no injuries.
† Exclusive of Mysore State Railway's figures which are included under class II Railways.
‡ This does not include 1 passenger who jumped out of a running train but received no injury.
§ Exclusive of Mysore State Ry. figures which are included under class I Railways.

Number of persons killed or injured during the year 1938-39 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I						
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40
(*b*) RAILWAY SERVANTS—*contd.*								
(*ii*) OTHER ACCIDENTS.								
9. Falling off engines, etc., during the running of trains.	Killed	..	..	1	..	2	..	..
	Injured	2	4	13	1	2	9	7
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	..
	Injured	1	..	2	1	..	4	4
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	1	..	..	..	..	..
	Injured	..	8	4	3	2	15	63
12. Attending to or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..
	Injured	..	..	6	..	20	293	191
13. Working on the permanent-way, sidings, etc.	Killed	..	..	1	..	..	1	2
	Injured	..	1	4	1	4	21	2
14. Attending to gates, at level-crossings	Killed	..	..	..	..	1	1	..
	Injured	..	..	..	..	..	..	..
15. Walking, crossing, or standing on the line on duty.	Killed	1	2	1	3	3	16	5
	Injured	4	9	5	..	2	6	7
16. Being caught between vehicles	Killed	..	..	..	..	..	2	..
	Injured	..	..	..	..	..	2	..
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	..	1	1	..
	Injured	..	2	..	..	..	5	1
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	..	..	2	6	5
	Injured	..	..	..	8	3	8	5
19 Miscellaneous	Killed	..	1	3	..	1	21	3
	Injured	7	8	89	11	83	61	378
TOTAL (*ii*).	Killed	1	4	6	3	10	48	15
	Injured	14	32	123	25	116	424	658
TOTAL RAILWAY SERVANTS (*b*)=[(*i*) + (*ii*)]	Killed	1	4	9	5	12	55	20
	Injured	16	34	252	162	191	653	1,124
(*c*) OTHER PERSONS.								
1 Passing over the railway at level crossings	Killed	..	..	..	..	12	7	2
	Injured	..	2	..	..	1	3	..
2. Trespassing on the line	Killed	71	231	188	146	230	490	184
	Injured	30	133	75	95	48	134	33
3. Suicides	Killed	14	1	62	12	49	211	86
	Injured	..	..	3	4	..	3	2
4. Miscellaneous	Killed	1	2	2	3	9	13	5
	Injured	1	11	9	1	5	8	4
TOTAL OTHER PERSONS (*c*)	Killed	86	234	252	161	300	721	277
	Injured	31	146	87	100	54	148	39
(*d*) GRAND TOTAL =(*a*) + (*b*) + (*c*)	Killed	94	241	264	195	334	808	334
	Injured	94	273	395	452	274	853	1,398

DIX D (*ii*)—*concld.*

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

Railways.							Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. of Class of accidents (see Col. 32).
Jodhpur.	Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	† *1937-38*	1938-39.	*1937-38.*	1938-39. *	*1937-38.*	1938-39.	*1937-38.* (Cols. 48, 50 & 52.)	1938-39. (Cols. 49, 51 & 53.)	
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
..	1	..	..	1	..	..	*2*	5	..	1	..	..	*2*	6	9
..	4	..	1	18	..	1	*70*	62	*2*	3	..	..	*72*	65	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10
..	1	..	..	6	1	..	*23*	20	*1*	1	*1*	..	*24*	21	
..	..	..	..	..	..	..	*11*	1	*1*	..	*1*	..	*13*	1	11
..	7	..	1	29	..	7	*137*	139	*2*	..	..	1	160	140	
..	..	..	..	1	..	..	*2*	1	..	..	..	..	*2*	1	12
1	..	..	..	147	..	7	*621*	665	*1*	2	..	1	*622*	668	
..	..	..	..	6	1	2	*16*	13	..	..	..	..	*16*	13	13
..	..	..	..	34	..	1	*56*	68	*2*	..	..	..	*58*	68	
..	1	..	..	..	..	1	*2*	4	..	..	..	..	*2*	4	14
..	..	..	..	2	..	1	*9*	3	*1*	..	*1*	..	*11*	3	
..	2	..	..	9	1	..	*47*	43	..	..	..	..	*47*	43	15
..	4	..	..	11	3	2	*56*	53	*1*	..	..	..	*57*	53	
..	..	..	..	1	..	..	*9*	3	..	1	..	..	*9*	4	16
..	3	..	..	3	1	2	*7*	11	..	..	..	..	*7*	11	
..	..	..	..	..	..	..	*8*	2	..	..	..	..	*8*	2	17
..	..	..	..	3	..	1	*14*	12	..	..	..	..	*14*	12	
..	1	..	..	2	..	..	*19*	16	..	..	..	..	*19*	16	18
..	..	..	..	8	..	..	*16*	32	..	..	..	..	*16*	32	
..	2	..	..	1	2	..	*30*	34	..	2	..	..	*30*	36	19
1	177	..	5	130	1	13	*877*	964	*1*	3	*2*	3	*880*	970	
..	7	..	..	21	4	3	*146*	122	*1*	4	*1*	..	*148*	126	Total (*i*).
2	196	..	7	391	6	35	*1,906*	2,029	*11*	9	*4*	5	*1,921*	2,043	
..	8	..	1	27	5	3	*180*	150	*3*	5	*2*	..	*185*	155	Total (*b*).
4	291	4	23	622	8	74	*3,228*	3,458	*15*	15	*15*	14	*3,258*	3,487	
..	..	..	..	1	..	4	*33*	26	*2*	..	*1*	..	*36*	26	1
..	..	..	..	4	..	2	*5*	12	*4*	2	..	..	*9*	14	
3	114	15	30	270	19	145	*2,070*	2,136	*47*	43	*12*	7	*2,129*	2,186	2
9	25	2	..	70	13	20	*645*	687	*15*	9	*22*	29	*682*	725	
1	57	1	5	82	3	52	*489*	636	*3*	1	*3*	4	*495*	641	3
..	..	..	..	4	..	..	*20*	16	*1*	1	*2*	1	*23*	18	
..	2	..	..	4	2	33	*54*	76	..	2	..	3	*54*	81	4
..	4	..	2	9	..	1	*58*	55	*1*	2	..	4	*59*	61	
4	173	16	35	357	24	234	*2,646*	2,874	*52*	46	*16*	14	*2,714*	2,934	Total (*c*).
9	29	2	2	87	13	23	*728*	770	*21*	14	*24*	34	*773*	818	
4	185	17	36	452	29	242	*3,038*	3,235	*57*	53	*18*	15	*3,113*	3,303	Grand Total (*d*).
18	362	14	29	808	32	153	*4,722*	5,155	*61*	55	*66*	68	*4,849*	5,278	

† Exclusive of Mysore State Railway's figures which are included under class II Railways.

* Exclusive of Mysore State Railways figures which are included under class I Railways.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	ASSAM BENGAL.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 58 and 59).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 61, 63 and 65.)	Injured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	3	..	..	..	..	..	3
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	8	8	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	10	10	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . .	..	..	..	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	7	7	..	..	..	..	..	..	..	..
(2) other causes	..	29	29	..	..	..	..	..	..	..	..
The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
Ditto wheels . . .	..	..	..	..	..	..	..	..	..	..	..
Ditto axles	..	..	..	..	..	..	..	..	..	..	..
Ditto brake apparatus . .	..	..	..	..	..	..	..	..	..	..	..
Ditto couplings and draft gear .	..	47	47	..	..	..	..	..	..	..	..
Other Rolling Stock failures . . .	..	..	..	..	..	..	..	..	..	..	..
Carried over	..	103	103	..	3	..	..	..	..	..	3

DIX D (*iii*).

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (see column No. 57).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76).	Injured. (Cols. 73, 75 and 77).	
69	70	71	72	73	74	75	76	77	78	79	80
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	2	2	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
..	97	97	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	1	1	..	..	..	..	..	..	..	..	9 (*a*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*b*) 1
..	34	34	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	..	..	..	..	..	..	9 (*g*)
..	1	1	..	..	..	..	..	..	..	..	9 (*h*)
..	135	135	..	..	..	..	..	..	..	..	Carried over.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, different classes of accidents and the number of passengers,

CLASS I

Class of accident.	ASSAM-BENGAL.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 58 and 59.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 61, 63 and 65.)	Injured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
Brought forward ..	..	103	103	..	3	..	..	..	..	..	3
10. Failure of permanent-way—											
(*a*) Broken rails	..	10	10	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	3	..	3	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	11	11	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	2	2	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	13	13	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	314	314	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occured).	..	11	11	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	..	1	1	..	..	..	..	..	..	..	..
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—'When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)".	..	12	12	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total .	3	477	480	..	3	..	..	..	..	..	3

DIX D (*iii*)—*contd.*

permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BENGAL AND NORTH WESTERN.

Accidents reported to Local Governments under section 33 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 57.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76.)	Injured. (Cols. 73, 75 and 77.)	
69	70	71	72	73	74	75	76	77	78	79	80
..	135	135	..	..	..	..	..	..	..	..	Brought forward.
..	9	9	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	24	24	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	1	1	..	..	..	..	..	..	..	..	11 (*a*)
..	10	10	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	..	..	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	3	3	..	..	..	..	..	..	..	..	12 (*f*)
..	2	2	..	..	..	..	..	..	..	..	12 (*g*)
..	184	184	..	..	..	..	..	..	..	..	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

BENGAL NAGPUR.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 82 and 83.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)
81	82	83	84	85	86	87	88	89	90	91	92
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	1	2	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	46	47	..	..	..	16	..	..	..	16
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	2	2	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	1	6	7	..	15	..	..	..	..	..	15
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	80	80	..	..	..	9	..	..	..	9
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	..	..	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	46	46	..	..	..	..	..	..	..	..
(2) other causes	..	101	101	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	2	2	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	4	4	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	1	272	273	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	6	6	..	..	..	..	..	..	..	..
Carried over ..	4	567	571	..	15	..	25	..	..	..	40

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BOMBAY BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 93 and 94.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 81.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 96, 98 and 100.)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	..	..	..	..	..	..	..	..	..	..	1
..	4	4	..	..	1	3	..	..	1	3	2
..	1	1	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	30	30	..	..	1	..	..	..	1	..	7 (*a*)
..	2	2	..	..	..	..	..	..	..	..	7 (*b*)
..	25	25	..	..	..	..	..	..	..	..	8 (*a*)
..	723	723	..	..	..	..	..	..	..	..	8 (*b*)
..	8	8	..	..	..	..	..	..	..	..	9 (*a*) 1
..	22	22	..	..	..	..	..	..	..	..	9 (*a*) 2
..	35	35	..	..	..	..	..	..	..	..	9 (*b*) 1
..	108	108	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	100	100	..	..	..	..	..	..	..	..	9 (*g*)
..	60	60	..	..	..	..	..	..	..	..	9 (*h*)
..	1,120	1,120	..	..	2	3	..	..	2	3	Carried over.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

BENGAL NAGPUR.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 82 and 83.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)
81	82	83	84	85	86	87	88	89	90	91	92
Brought forward ..	4	567	571	..	15	..	25	..	..	..	40
10. Failure of permanent-way—											
(a) Broken rails	..	54	54	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way .	2	3	5	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	27	27	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line .	..	71	71	..	..	..	..	..	..	..	..
(c) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(d) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	..	3	3	..	..	..	..	..	..	..	..
(e) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above.]	..	8	8	..	..	..	..	2	..	2	..
(f) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	15	15	..	..	..	2	..	..	..	2
(g) Miscellaneous	..	22	22	..	..	..	3	..	..	..	3
Total .	6	771	777	..	15	..	30	2	..	2	45

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BOMBAY BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents	Total. (Cols. 93 and 94.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 81).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 96 98 and 100.)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	1,120	1,120	..	..	2	3	..	..	2	3	Brought forward.
..	51	51	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	15	15	..	..	..	..	..	..	..	..	10 (*c*)
..	2	2	..	..	..	..	..	..	..	..	10 (*d*)
..	1	1	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	8	8	..	..	..	..	..	..	..	..	12 (*a*)
..	809	809	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
..	8	8	..	..	..	..	..	..	..	..	12 (*d*)
..	5	5	..	..	..	..	..	..	..	..	12 (*e*)
..	15	15	..	..	..	..	..	..	..	..	12 (*f*)
..	..	7	..	..	..	..	..	..	..	..	12 (*g*)
..	2,041	2,041	..	..	2	3	..	..	2	3	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	EASTERN BENGAL.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113.)	Injured (Cols. 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	2	..	..	..	..	..	2
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	1	3	..	1	..	..	..	..	..	1
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line.	1	3	4	..	..	..	1	..	..	..	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	2	2	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	1	..	1	..	1	..	..	..	..	..	1
(b) other causes	18	..	18	..	..	..	..	..	1	..	1
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..		..	..	..	..	..	..
(b) other causes	..	29	29	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the mechanical Department—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	9	9	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..
(2) other causes	..	33	33	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	3	3	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto axles	..	2	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear .	..	109	109	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures . . .	..	15	15	..	..	..	..	..	..	..	..
Carried over ..	24	213	237	..	4	..	1	..	1	..	6

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

EAST INDIAN.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 117 and 118.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 105).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 120 122 and 124.)	Injured. (Cols. 121, 123 and 125.)	
117	118	119	120	121	122	123	124	125	126	127	128
1	..	1	..	..	..	2	..	..	..	2	1
3	..	3	..	1	9	13	..	..	9	14	2
..	1	1	..	..	..	..	..	..	..	..	3
1	20	21	..	7	2	9	..	..	2	16	4
..	4	4	..	..	..	..	..	..	..	..	5
1	16	17	..	..	..	7	..	..	..	7	6
..	6	6	..	..	..	9	..	..	..	9	7 (*a*)
..	6	6	..	..	..	1	..	..	..	1	7 (*b*)
..	6	6	..	..	..	..	..	..	..	..	8 (*a*)
1	704	705	..	..	..	5	..	..	..	5	8 (*b*)
..	4	4	..	..	..	..	..	..	..	..	9 (*a*) 1
..	65	65	..	..	..	..	..	..	..	..	9 (*a*) 2
..	13	13	..	..	..	..	..	..	..	..	9 (*b*) 1
..	310	310	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	1	1	..	..	..	..	..	..	..	..	9 (*d*)
..	6	6	..	..	..	..	..	..	..	..	9 (*e*)
..	2	2	..	1	..	..	..	..	..	1	9 (*f*)
..	657	657	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
7	1,821	1,828	..	9	11	46	..	..	11	55	Carried over.

Number of accidents due to collisions between and derailments of rtains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	EASTERN BENGAL.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113)	Injured (Cols. 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
Brought forward ..	24	213	237	..	4	..	1	..	1	..	6
10. Failure of permanent-way—											
(*a*) Broken rails	..	13	13	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	2	..	2	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	8	..	8	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	8	1	9	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	1	1	2	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	1	7	8	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	2	2	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	160	160	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occured).	10	..	10	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	6	..	6	..	..	..	..	1	4	1	4
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs, (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)".	8	..	8	..	..	..	..	..	2	..	2
(*g*) Miscellaneous	1	16	17	..	..	..	..	..	..	..	..
Total .	69	413	482	..	4	..	1	1	7	1	12

DIX D (*iii*)—*contd.*

Stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

EAST INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 117 and 118.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 105).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 120 122 and 124.)	Injured. (Cols. 121, 123 and 125.)	
117	118	119	120	121	122	123	124	125	126	127	128
7	1,821	1,828	..	9	11	46	..	..	11	55	Brought forward.
..	45	45	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
4	1	5	..	..	..	..	..	..	..	..	10 (*c*)
1	5	6	..	..	..	..	..	..	..	..	10 (*d*)
..	9	9	..	..	..	..	..	..	..	..	11 (*a*)
..	3	3	..	..	..	..	..	..	..	..	11 (*b*)
..	19	19	..	..	..	..	..	..	..	..	12 (*a*)
..	1,098	1,098	..	..	..	..	..	..	..	..	12 (*b*)
3	..	3	27	118	1	15	1	20	29	153	12 (*c*)
7	9	16	..	..	..	..	..	..	..	..	12 (*d*)
..	4	4	..	..	..	..	..	..	—	—	12 (*e*)
..	23	23	..	..	..	2	—	..	..	2	12 (*f*)
2	81	83	8	34	..	18	..	..	8	52	12 (*g*)
24	3,118	3,142	35	161	12	81	1	20	48	262	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

GREAT INDIAN PENINSULA.

Class of accident.	Accidents reported to Local Governments under section 33 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 130 and 131.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 133, 135 and 137.	Injured (Cols. 134, 136 and 138.)
129	130	131	132	133	134	135	136	137	138	139	140
1. Collisions between passenger trains or parts of passenger trains.	..	4	4	..	9	..	..	..	..	..	9
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	6	6	..	..	..	1	..	..	..	1
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	15	16	..	..	..	7	..	..	..	7
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	60	60	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	12	12	..	..	..	1	..	..	..	1
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(*b*) other causes	1	25	26	..	1	..	1	..	..	..	2
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	6	6	..	..	..	..	..	..	..	..
(*b*) other causes	..	519	519	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	1	1	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	47	47	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	17	17	..	..	..	..	..	..	..	..
(2) other causes	..	*489	*489	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	6	6	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	4	4	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	398	398	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	42	42	..	1	..	..	..	..	..	1
Carried over ..	2	1,654	1,656	..	11	..	10	..	..	..	21

* Includes 261 Electrical Multiple Units failures on Suburban Service.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

JODHPUR.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147 and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
6	..	6	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
..	4	4	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 2
..	2	2	..	..	..	..	..	..	..	..	9 (*b*) 1
..	27	27	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	11	11	..	..	..	..	..	..	..	..	9 (*g*)
..	1	1	..	..	..	..	..	..	..	..	9 (*h*)
6	47	53	..	..	..	..	..	..	..	..	Carried over.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	Great Indian Peninsula.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 130 and 131.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 133, 135 and 137.)	Injured (Cols. 134, 136 and 138.)
129	130	131	132	133	134	135	136	137	138	139	140
Brought forward ..	2	1,654	1,656	..	11	..	10	..	..	..	21
10. Failure of permanent-way—											
(*a*) Broken rails	..	54	54	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	7	7	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	1	1	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	8	8	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	1	67	68	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	6	6	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	1,477	1,477	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	1	1	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	..	3	3	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	..	7	7	..	..	..	..	..	1	..	1
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs, (a) (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	16	16	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	40	40	..	..	..	..	..	..	..	..
Total .	3	3,341	3,344	..	11	..	10	..	1	..	22

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

JODHPUR.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 129).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144 146 and 148.)	Injured. (Cols. 145, 147 and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
6	47	53	..	..	..	..	..	..	..	..	Brought forward.
..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
3	..	3	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
1	..	1	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	1	1	..	..	..	..	..	..	..	..	12 (*a*)
..	65	65	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
1	..	1	..	..	..	..	..	..	..	..	12 (*d*)
..	1	1	..	..	..	..	..	..	..	..	12 (*e*)
..	3	3	..	..	..	..	..	..	..	..	12 (*f*)
..	1	1	..	..	..	..	..	..	..	..	12 (*g*)
11	118	129	..	..	..	..	..	..	..	..	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	CLASSI — Madras and Southern Mahratta. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 154 & 155.)	Passengers. Killed.	Passengers. Injured.	Railway servants. Killed.	Railway servants. Injured.	Other persons. Killed.	Other persons. Injured.	Total. Killed. (Cols. 157, 159 & 161.)	Total. Injured. (Cols. 158, 160 & 162.)
153	154	155	156	157	158	159	160	161	162	163	164
1. Collisions between passenger trains or parts of passenger trains.	2	..	2	..	12	..	..	..	1	..	13
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	3	..	..	..	..	..	3
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	14	15	..	..	..	4	..	1	..	5
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	1	..	1	..	..	..	1	..	..	..	1
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(b) other causes	1	..	1	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	9	9	..	..	..	..	..	..	..	..
(b) other causes	..	2	2	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	85	85	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	9	9	..	..	..	..	..	..	..	..
(2) other causes	..	97	97	..	..	..	..	..	..	..	..
(c) The failure of tyres	1	..	1	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	6	6	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto coupling and draft gear .	5	46	51	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures . . .	..	..	..	..	..	..	..	..	..	..	..
Carried over .	13	268	281	..	15	..	5	..	2	..	22

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

MYSORE STATE.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 165 & 166).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 163.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 168, 170 & 172.)	Injured. (Cols. 169, 171 & 173.)	
165	166	167	168	169	170	171	172	173	174	175	176
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
3	1	4	..	2	..	1	..	..	..	3	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
..	..	..	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	7	7	..	..	..	..	..	..	..	..	9 (*a*) 2
..	6	6	..	..	..	..	..	..	..	..	9 (*b*) 1
..	16	16	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
2	18	20	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
5	48	53	..	2	..	1	..	..	..	3	Carried over.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	CLASSI										
	MADRAS AND SOUTHERN MAHRATTA.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 154 and 155.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 157, 159 and 161.)	Injured (Cols. 158, 160 and 162.)
153	154	155	156	157	158	159	160	161	162	163	164
Brought forward	13	268	281	..	15	..	5	..	2	..	22
10. Failure of permanent-way—											
(*a*) Broken rails	..	33	33	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	1	..	1	..	..	1	..	..	..	1	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	16	16	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	5	5	..	..	..	..	..	..		..
(*b*) Trains running over cattle on the line	..	979	979	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	1	..	1	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	8	3	11	..	..	..	1	2	9	2	10
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs, (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)".	33	..	33	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	8	8	..	..	..	1	..	..	..	1
Total	56	1,313	1,369	—	15	1	7	2	11	3	33

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

MYSORE STATE.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 165 and 166.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 153).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 168, 170 and 172.)	Injured. (Cols. 169, 171 and 173.)	
165	166	167	168	169	170	171	172	173	174	175	176
5	48	53	..	2	..	1	..	..	..	3	Brought forword.
..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
1	..	1	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	222	222	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
1	..	1	..	..	..	..	..	..	..	..	12 (*e*)
1	..	1	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
8	270	278	..	2	..	1	..	..	..	3	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASSI

Class of accident.	NIZAM'S STATE.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 178 & 179.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 181, 183 & 185.)	Injured (Cols. 182, 184 & 186.)
177	178	179	180	181	182	183	184	185	186	187	188
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4 Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	2	..	2	..		..	..	..	..	..	..
8 Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	8	8	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	7	7	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	1	1	..	..	..	..	..	..	..	..
(2) other causes	..	16	16	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	2	2	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	81	81	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	4	4	..	..	..	..	..	..	..	..
Carried over .	2	121	123	..	..	..	..	..	..	..	..

DIX D *(iii)—contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (See column No. 177.)
			Killed.	Injured.	Killed	Injured.	Killed.	Injured.	Killed. (Cols. 192, 194 & 196.)	Injured. (Cols. 193, 195 and 197.)	
189	190	191	192	193	194	195	196	197	198	199	200
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	4	4	..	..	..	1	..	..	..	1	6
9	..	9	..	..	..	..	..	..	..	..	7 (a)
19	1	20	..	..	..	2	..	..	..	2	7 (b)
..	295	295	..	..	..	..	..	..	..	..	8 (a)
1	777	778	..	..	..	..	..	..	..	..	8 (b)
..	15	15	..	..	..	..	..	..	..		9 (a) 1
..	7	7	..	..	..	..	..	..	..	..	9 (a) 2
..	132	132	..	..	..	..	..	..	..	..	9 (b) 1
..	*34	*34	..	..	..	..	..	..	..	..	9 (b) 2
..	4	4	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	54	54	..	..	..	..	..	..	..	..	9 (g)
..	1	1	..	..	..	..	..	..	..	..	9 (h)
30	1,328	1,358	..	..	..	3	..	..	..	3	Carried over.

*Includes 1 Steam coach and 1 Rail Motor failures.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASSI

Class of accident.	Nizam's State										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 178 and 179.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 181, 183 and 185.)	Injured (Cols. 182, 184 and 186.)
177	178	179	180	181	182	183	184	185	186	187	188
Brought forward	2	121	123	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	2	..	2	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	291	291	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	..	..	..	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	3	..	3	..	..	..	..	..	6	..	6
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs, (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	1	..	1	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	2	2	..	..	..	..	..	..	..	..
Total	8	414	422	..	..	..	..	..	6	..	6

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of Accidents. (See column No. 177).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192 194 and 196.)	Injured. (Cols. 193, 195 and 197.)	
189	190	191	192	193	194	195	196	197	198	199	200
30	1,328	1,358	..	..	..	3	..	..	..	3	Brought forward.
..	53	53	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
2	23	25	..	..	..	..	..	..	..	..	10 (*c*)
..	1	1	..	..	..	..	..	..	..	..	10 (*d*)
3	2	5	..	..	..	..	..	..	..	..	11 (*a*)
..	1	1	..	..	..	..	..	..	..	..	11 (*b*)
..	1	1	..	..	..	..	..	..	..	..	12 (*a*)
..	714	714	..	..	..	..	..	..	..	..	12 (*b*)
1	..	1	..	..	..	..	..	..	..	..	12 (*c*)
12	..	12	..	..	..	..	..	..	..	..	12 (*d*)
16	..	16	..	..	..	1	3	1	3	2	12 (*e*)
5	12	17	..	..	..	1	..	..	..	1	12 (*f*)
..	51	51	..	..	..	..	..	..	..	..	12 (*g*)
69	2,186	2,255	..	..	..	5	3	1	3	6	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling- different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — ROHILKHUND AND KUMAON. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 205, 207 & 209.)	Injured. (Cols. 206, 208 & 210.)
201	202	203	204	205	206	207	208	209	210	211	212
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	2	..	2	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	1	13	14	..	4	..	..	..	..	..	4
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) other causes	..	27	27	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	..	25	25	..	..	..	..	..	..	..	..
(h) Other rolling stock failures	..	1	1	..	..	..	..	..	..	..	..
Carried over	4	69	73	..	4	..	..	..	..	..	4

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 213 and 214.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents (See column No. 201).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 216 218 and 220.)	Injured. (Cols. 217, 219 and 221.)	
213	214	215	216	217	218	219	220	221	222	223	224
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
1	..	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
1	..	1	..	..	..	..	..	..	..	..	7 (*a*)
3	..	3	31	50	2	4	..	..	33	54	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
1	4	5	..	..	..	..	..	..	..	..	8 (*b*)
..	26	26	..	..	..	..	..	..	..	..	9 (*a*) 1
..	53	53	..	..	..	..	..	..	..	..	9 (*a*) 2
..	14	14	..	..	..	..	..	..	..	..	9 (*b*) 1
..	38	38	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
3	1	4	..	..	..	..	..	..	..	..	9 (*e*)
..	7	7	..	..	..	..	..	..	..	..	9 (*f*)
38	132	170	..	..	..	..	..	..	..	..	9 (*g*)
..	111	111	..	..	..	..	..	..	..	..	9 (*h*)
48	387	435	31		2	4	..	..	33	54	Carried over.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	CLASSI									
	ROHILKUND AND KUMAON									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 and 203.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 205, 207 and 209	Injured. (Cols. 206, 208 and 210.)
201	202	203	204	205	206	207	208	209	210	211	212
Brought forward	4	69	73	..	4	..	..	..	..	..	4
10. Failure of permanent-way—											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	5	5	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	1	2	3	..	..	..	..	..	..	..	..
(c) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(d) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	..	3	3	..	..	..	..	..	..	..	..
(e) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above.]	1	2	3	..	1	..	..	..	..	..	1
(f) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs, (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	7	7	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	6	88	94	..	5	..	..	..	..	..	5

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 213 and 214.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total*		Serial No. of Class of Accidents. (See column No. 201).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 216 218 and 220.)	Injured. (Cols. 217, 219 and 221.)	
213	214	215	216	217	218	219	220	221	222	223	224
48	387	435	31	50	2	4	..	..	33	54	Brought forward.
15	..	15	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
2	..	2	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
15	..	15	..	..	..	..	..	..	..	..	12 (*a*)
..	2,032	2,032	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
1	..	1	..	..	..	..	..	..	..	..	12 (*d*)
6	..	6	..	..	..	..	1	2	1	2	12 (*e*)
15	..	15	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
102	2,419	2,521	31	50	2	4	1	2	34	56	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

† TOTAL CLASS I

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 226 and 227.)
225	226	227	228
1. Collisions between passenger trains or parts of passenger trains	4	4	8
2. Collisions between passenger trains and goods or mineral trains, engines, vehicles standing foul of the line.	8	12	20
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	4	6
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line.	7	104	111
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	71	71
6. Collisions between light engines	2	34	36
7. Derailments of passenger trains—			
(*a*) due to trains running in the wrong direction through points	12	38	50
(*b*) other causes	56	49	105
8. Other derailments—			
(*a*) due to trains running in the wrong direction through points	..	341	341
(*b*) other causes	4	2,970	2,974
9. Failure of engines and rolling-stock—			
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—			
(1) boilers and tubes	..	58	58
(2) machinery, springs, etc.	..	303	303
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—			
(1) boilers and tubes	..	288	288
(2) other causes	..	1,359	1,359
(*c*) The failure of tyres	1	12	13
(*d*) Ditto wheels	..	6	6
(*e*) Ditto Axles	3	21	24
(*f*) Ditto brake apparatus	..	15	15
(*g*) Ditto couplings and draft gear	46	1,950	1,996
(*h*) Other Rolling Stock failures	..	242	242
10. Failure of permanent-way—			
(*a*) Broken rails	15	322	337
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	2	7	9
(*c*) The flooding of portions of permanent-way	23	67	90
(*d*) Slips in cuttings or embankments	11	28	39
11. Fires—			
(*a*) Fire in trains	8	126	134
(*b*) Fire at stations, or involving injury to bridges or viaducts	2	42	44
12. Other accidents—			
(*a*) Passenger trains running in the wrong direction through points but not derailed	15	41	56
(*b*) Trains running over cattle on the line	1	8,234	8,235
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	4	1	5
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occured).	32	37	69
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	41	31	72
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	63	106	169
(g) Miscellaneous	3	230	233
Total	365	17,153	17,518

† Inclusive of Mysore State Rly.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—*concld.*

Passengers.		*Railway servants.*		*Other persons.*		*Total.*	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)
229	230	231	232	233	234	235	236
..	23	..	2	..	1	..	26
..	7	10	17	..	..	10	24
..	1	..	..	..	..	..	1
..	7	2	37	..	1	2	45
..	..	..	..	..	..	..	..
..	..	..	10	..	..	..	10
..	1	1	9	..	..	1	10
31	68	2	9	..	1	33	78
..	..	..	..	..	..	..	..
..	4	..	14	..	..	..	18
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	1	..	..	..	..	..	1
..	..	..	..	..	..	..	..
..	1	..	..	..	..	..	1
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	1	..	..	..	1	..
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
27	118	1	15	1	20	29	153
..	..	..	..	..	..	..	..
..	1	..	2	9	23	9	26
..	..	..	5	..	2	..	7
8	34	..	22	..	..	8	56
66	266	17	142	10	48	93	456

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

Class of accident.	CLASS II — Barsi Light. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 238 and 239.)
237	238	239	240
1. Collisions between passenger trains or parts of passenger trains	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..
6. Collisions between light engines	..	..	..
7. Derailments of passenger trains—			
(*a*) Due to trains running in the wrong direction through points	..	..	..
(*b*) Other causes	..	1	1
8. Other derailments—			
(*a*) Due to trains running in the wrong direction through points	..	..	..
(*b*) Other causes	..	14	14
9. Failure of engines and rolling stock—			
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—			
(1) boilers and tubes	..	..	..
(2) machinery, springs, etc.	..	1	1
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—			
(1) boilers and tubes	..	..	..
(2) other causes	..	6	6
(*c*) The failure of tyres	..	..	..
(*d*) Ditto wheels	..	..	..
(*e*) Ditto axles	..	1	1
(*f*) Ditto brake apparatus	..	..	..
(*g*) Ditto couplings and draft gear	..	2	2
(*h*) Other rolling stock failures	..	..	..
10. Failure of permanent-way—			
(*a*) Broken rails	..	..	..
(*b*) The failure of tunnels, bridges, viaducts culverts, etc.	..	..	..
(*c*) The flooding of portions of permanent way	..	..	..
(d) Slips in cuttings or embankments	..	..	..
11. Fires—			
(*a*) Fire in trains	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts	..	..	..
12. Other accidents—			
(*a*) Passenger trains running in the wrong direction through points but not derailed	..	..	..
(*b*) Trains running over cattle on the line	..	32	32
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occured).	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	..	..	..
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs, (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	1	1
(g) Miscellaneous	..	1	1
Total	..	59	59

DIX D (*iv*)—*contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.									
Bengal Dooars.			Bhavnagar State.			Bikaner State.			
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 241 and 242.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 244 and 245.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 247 and 248.)	Serial No. of class of accidents (See column No. 237.)
241	242	243	244	245	246	247	248	249	250
..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	2	..	2	6	..	6	7 (*b*)
..	..	..	..	..	..	..	..	..	8 (*a*)
..	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	6	6	3	..	3	9 (*a*) 1
..	..	..	..	7	7	2	..	2	9 (*a*) 2
..	..	..	..	..	..	1	..	1	9 (*b*) 1
..	8	8	..	..	..	3	..	3	9 (*b*) 2
..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	..	2	..	2	9 (*g*)
..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	1	..	1	..	18	18	10 (*a*)
..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	12 (*a*)
..	1	1	..	59	59	..	89	89	12 (*b*)
..	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	12 (*e*)
..	1	1	..	7	7	..	..	..	12 (*f*)
..	..	..	..	..	..	3	..	3	12 (*g*)
	10	10	3	79	82	20	107	127	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

CLASS II

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.			Gon	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 252 and 253.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 255 and 256.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 258 and 259.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
251	252	253	254	255	256	257	258	259	260	261	262
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	1	1	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	1	1	.	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	90	..	90	..	..	..	..	1	1	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	..	39	39	..	1	1	..	24	24	..	12
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	5	5	..	..
(2) machinery, springs, etc.	..	1	1	..	..	..	..	15	15	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	7
(2) other causes	..	3	3	..	..	..	..	3	3	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	1
(e) Ditto axles	..	2	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	1	1	..	..	..	..	..
(h) Other Rolling Stock failures.	..	..	..	..	..	..	..	3	3	..	..
Carried over	91	45	136	..	3	3	..	52	52	..	20

DIX D (*iii*)—*contd.*

tock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

DAL.	JAIPUR STATE.			JAMNAGAR DWARKA.			JUNAGAD STATE.			MORVI.			
Total. (Cols. 261 and 262.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 264 and 265.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 267 and 268.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 270 and 271.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 273 and 274.)	Serial No. of class of accidents (See column No. 251.)
263	264	265	266	267	268	269	270	271	272	273	274	275	276
..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	4	4	..	6	6	8 (*a*)
12	..	2	2	..	8	8	..	1	1	..	8	8	8 (*b*)
..	..	..	..	..	..	..	..	2	2	..	..	..	9 (*a*) (1)
..	..	..	..	..	..	..	..	1	1	..	4	4	9 (*a*) (2)
7	..	..	..	..	2	2	..	..	..	..	..	..	9 (*b*) (1)
..	..	5	5	..	..	..	..	2	2	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
1	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	2	2	..	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	4	4	..	..	..	9 (*h*)
20	..	9	9	..	10	10	..	14	14	..	18	18	Carried over

OPPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the numbers of passengers,

Class of accident.	CLASS II										
	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GAEKWAR'S BARODA STATE.			GON	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 252 and 253.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 255 and 256).	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 258 and 259.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
251	252	253	254	255	256	257	258	259	260	261	262
Brought forward .	91	45	136	..	3	3	..	52	52	..	20
10. Failure of permanent way—											
(*a*) Broken rails	..	..	..	..	..	..	..	1	1	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent way.	11	10	21	..	..	..	..	1	1	..	..
(*d*) Slips in cuttings or embankments	14	82	96	..	..	..	..	..	..	..	..
1. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	5	5	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	1
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	1	1	..	..
(*b*) Trains running over cattle on the line.	..	7	7	..	6	6	..	41	41	..	19
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, likely to have resulted in an accident to a train, but no accident has actually occured).	..	..	..	..	3	3	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	..	2	2	..	..	..	..	..	..	..	..
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs* (*c*), (*d*) *and* (*e*) *above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	..	..	..	..	..	..	22	22	..	..
(*g*) Miscellaneous	..	2	2	..	..	..	..	6	6	..	..
Total .	116	148	264	..	12	12	..	129	129	..	40

DIX D (*iii*)—*contd.*

tock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

—RAILWAYS—*contd.*

DAL.	JAIPUR STATE.			JAMNAGAR DWARKA.			JUNAGAD STATE.			Morvi.			
Total. (Cols 261 and 262).	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 264 and 265.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 267 and 268.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 270 and 271.) Act No.	Accidents reported to Local Governments under section 83 of the Indian Railways Act no. IX of 1890.	Other accidents.	Total (Cols. 273 and 274.)	Seriol No. of class of accidents, (See column No. 251.)
263	264	265	266	267	268	269	270	271	272	273	274	275	276
20	..	9	9	..	10	10	..	14	14	..	18	18	Brought forward.
..	..	..	..	..	..	..	..	1	1	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	1	1	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	1	1	11 (*a*)
1	..	..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
19	..	69	69	..	52	52	..	35	35	..	16	16	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	1	1	12 (*f*)
..	..	2	2	..	..	..	..	1	1	..	..	..	12 (*g*)
40	..	80	80	..	62	62	..	52	52	..	6	36	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

Class of accident.	CLASS II RAILWAYS. SHAHDARA (DELHI). SAHARANPUR LIGHT.			*TOTAL CLASS II					
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 278 and 279.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 281 and 282.)	*Passengers.*		*Railway servants.*
							Killed.	Injured.	Killed.
277	278	279	280	281	282	283	284	285	286
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	1	1	2	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	1	1	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—									
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	..	..	98	2	100	..	..	..
8. Other Derailments—									
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	10	10	..	..	..
(*b*) Other causes	..	5	5	..	114	114	..	..	..
9. Failure of engines and rolling-stock—									
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	..	..	3	13	16	..	..	..
(2) machinery, springs, etc. . . .	..	..	..	2	29	31	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff									
(1) boilers and tubes	..	..	..	1	9	10	..	..	..
(2) other causes	..	1	1	3	23	31	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	1	1	..	..	..
(*e*) Ditto axles	..	1	1	..	4	4	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear . .	..	..	..	2	5	7	..	..	..
(*h*) Other Rolling Stock failures . . .	..	..	..	..	7	7	..	..	..
Carried over .	..	7	7	110	224	334	..	..	..

*Exlusive of Mysore State Railway.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

Railways.—*concld.*					Total Class III Railways.											
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 292 and 293.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accident. (See col. No. 277.)
Injured.	Killed.	Injured.	Killed. (Cols. 284, 286 and 288.)	Injured. (Cols. 285, 287 and 289.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed (Cols 295 297 and 299.)	Injured. (Cols. 296, 298 and 300.)	
287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303
..	1	2	1	2	1	..	1	..	..	..	1	..	..	..	1	1
..	..	..	..	..	2	..	2	..	4	..	1	..	..	..	5	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	4	1	5	..	..	..	..	..	..	..	..	7 (*a*)
5	..	..	..	5	9	5	14	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	22	22	..	..	..	..	..	..	..	..	8 (*a*)
1	..	..	..	1	..	25	25	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	9 (*a*) (1)
..	..	..	..	..	..	17	17	..	..	..	..	..	..	..	..	9 (*a*) (2)
..	..	..	..	..	6	2	8	..	..	..	1	..	..	..	1	9 (*b*) (1)
..	..	..	..	..	..	32	32	..	..	..	..	..	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	1	3	4	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	2	11	13	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
6	1	2	1	8	25	126	151	..	4	..	3	..	..	..	7	Carried over.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers

Class of accident.	CLASS II RAILWAYS. SHANDARA (DELHI). SAHARANPUR LIGHT.			*TOTAL CLASS II					
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 278 and 279).	Accidents reported to Local Governments. under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 281 and 282).	*Passengers.*		*Railway servants.*
							Killed.	Injured.	Killed.
277	278	279	280	281	282	283	284	285	286
Brought forward .	..	7	7	110	224	334	..	..	..
10. Failure of permanent way—									
(a) Broken rails	..	..	..	1	20	21	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	..	..	11	12	23	..	..	..
(d) Slips in cuttings or embankments .	..	..	..	14	82	96	..	..	..
11. Fires—									
(a) Fire in trains	..	1	1	..	7	7	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	1	1	..	..	..
12 Other accidents—									
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	1	1	..	..	..
(b) Trains running over cattle on the line.	..	1	1	..	427	427	..	..	..
(c) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	1	1	..	1	1	..	..	..
(d) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	..	..	..	..	3	3	..	..	..
(e) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above.]	..	..	..	..	2	2	..	..	..
(f) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	..	..	..	32	32	..	..	..
(g) Miscellaneous	..	..	..	3	12	15	..	..	..
Total .	..	10	10	139	824	963	..	..	..

*Exclusive of Mysore State Railways.

DIX D *(iii)—contd.*

stock, permanent-way, etc., during the year 1938-39 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

Railways—*concld.*					Total Class III Railways.										
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 292 and 293.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accident. (See Col. No. 277).
Injured.	Killed.	Injured.	Killed (Cols. 284 286 and 288).	Injured. Cols. 285, 287 and 289).				Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed (Cols. 295, 297 and 299.	Injured. (Cols. 296, 298 and 300.)	
287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303
6	1	2	1	8	25	126	151	..	4	..	3	..	..	..	7	Brought forward.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	12 (*a*)
..	15	18	15	18	2	117	119	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	4	7	11	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	13	7	20	..	2	..	1	..	1	..	4	12 (*e*)
..	..	..	..	..	2	10	12	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	9	9	..	..	..	..	..	..	..	..	12 (*g*)
6	16	20	16	26	46	284	330	..	6	..	4	..	1	..	11	Total

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling distinguishing between the different classes of accidents and the number of passengers, railway

TOTAL ALL

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total. (Cols. 305 and 307.)	Total. (Cols. 306 and 308.)	Passengers. Killed.		Passengers. Injured.	
	1937-38.	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.
304	305	306	307	308	309	310	311	312	313	314
1. Collisions between passenger trains or parts of passenger trains.	*1*	6	*15*	5	*16*	11	..	..	*1*	23
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	*8*	10	*20*	12	*28*	22	*3*	..	*39*	11
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	*1*	2	*3*	4	*4*	6	..	..	..	1
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	*5*	7	*96*	105	*101*	112	..	..	*1*	7
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	*81*	74	*81*	74	..	..	..	..
6 Collisions between light engines . . .	*1*	2	*32*	34	*33*	36	..	..	..	..
7. Derailments of passenger trains—										
(*a*) Due to trains running in the wrong direction through points.	*7*	16	*67*	39	*74*	55	..	..	*1*	1
(*b*) Other causes	*125*	163	*59*	56	*184*	219	*101*	31	*119*	68
8. Other derailments—										
(*a*) Due to trains running in the wrong direction through points.	..	..	*406*	373	*406*	373	..	..	..	..
(*b*) Other causes	*7*	4	*2,948*	3,901	*2,955*	3,113	..	..	*3*	4
9. Failure of engines and rolling stock—										
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	*1*	3	*84*	74	*85*	77	..	..	..	..
(2) machinery, springs, etc. . . .	*1*	2	*343*	349	*344*	351	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	*8*	7	*229*	299	*237*	306	..	..	..	..
(2) other causes	*17*	3	*1,417*	1,419	*1,434*	1,422	..	..	..	..
(*c*) The failure of tyres	*1*	1	*8*	12	*9*	13	..	..	..	..
(*d*) Ditto wheels	*1*	..	*3*	7	*4*	7	..	..	..	..
(*e*) Ditto axles	*5*	4	*40*	28	*45*	32	..	..	..	..
(*f*) Ditto brake apparatus . .	*1*	..	*21*	17	*22*	17	..	..	..	1
(*g*) Ditto couplings and draft gear .	*53*	50	*1,913*	1,966	*1,966*	2,016	..	..	*1*	..
(*h*) Other Rolling Stock failures . .	..	..	*274*	249	*274*	249	..	..	..	1
Carried over .	243	280	8,059	8,231	8,302	8,511	104	31	165	117

DIX D (*iii*)—*concld.*

stock, permanent-way, etc., during the years 1937-38 and 1938-39 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				*Other persons.*				*Grand Total.*				Serial No. of class of accident. (See column No. 304.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
								(Cols. 311, 315 and 319.)	(Cols. 312, 316 and 320.)	(Cols. 313, 317 and 321.)	(Cols. 314, 318 and 322.)	
1937-38.	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	
315	316	317	318	319	320	321	322	323	324	325	326	327
1	..	*4*	3	..	1	..	3	*1*	1	*5*	29	1
6	10	*15*	18	..	..	..	..	*9*	10	*54*	29	2
..	..	..	..	..	..	..	..	..	..	..	1	3
..	2	*25*	37	*1*	..	*2*	1	*1*	2	*28*	45	4
..	..	*2*	..	..	..	..	..	..	..	2	..	5
..	..	*5*	10	*1*	..	..	..	*1*	..	*5*	10	6
1	1	*1*	9	..	..	*1*	..	*1*	1	*3*	10	7 (*a*)
4	2	*12*	14	*1*	..	..	1	*106*	33	*131*	83	7 (*b*)
..	..	2	..	..	..	..	..	..	..	2	..	8 (*a*)
1	..	*13*	15	..	..	..	..	*1*	..	*16*	19	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)(2)
..	..	..	1	..	..	..	..	..	..	..	1	9 (*b*)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	1	9 (*f*)
..	..	..	..	*1*	..	..	..	*1*	..	*1*	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	1	9 (*h*)
13	15	79	107	4	1	3	5	121	47	247	229	Carried over.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling distinguishing between the different classes of accidents and the number of passengers, railway

TOTAL ALL

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total. (Cols. 305 and 307.)	Total. (Cols. 306 and 308.)	Passengers. Killed.		Passengers. Injured.	
	1937-38.	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.	*1937-38.*	1938-39.
304	305	306	307	308	309	310	311	312	313	314
Brought forward	243	280	8,059	8,231	8,302	8,511	104	31	165	117
10. Failure of Permanent way—										
(*a*) Broken rails	*6*	16	*310*	342	*316*	358	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	*3*	2	*5*	7	*8*	9	..	..	..	..
(*c*) The flooding of portions of permanent-way.	*34*	34	*56*	83	*90*	117	..	..	..	..
(*d*) Slips in cuttings or embankments	*9*	25	*36*	110	*45*	135	..	..	..	..
11. Fires—										
(*a*) Fire in trains	*11*	8	*177*	133	*188*	141	..	..	*7*	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	*2*	2	*34*	44	*36*	46	..	..	..	..
12. Other accidents—										
(*a*) Passenger trains running in the wrong direction through points but not derailed.	*15*	15	*38*	45	*53*	60	..	..	..	..
(*b*) Trains running over cattle on the line	*1*	3	*9,190*	8,778	*9,191*	8,781	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	*8*	4	*8*	2	*16*	6	..	27	..	118
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	*50*	36	*23*	47	*73*	83	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	*70*	54	*46*	40	*116*	94	*1*	..	*2*	3
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to train.)	*32*	65	*125*	148	*157*	213	..	..	..	..
(*g*) Miscellaneous	*9*	6	*310*	251	*319*	257	..	8	..	34
Total	*493*	550	*18,417*	18,261	*18,910*	18,811	*105*	66	*174*	272

DIX D (*iii*)—*concld.*

stock, permanent-way, etc., during the years 1937-38 and 1938-39 on all railways open for traffic servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				*Other persons.*				*Grand Total.*				Serial No. of class of accident (See column No. 304.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
								Cols 311 315 and 319.)	(Cols. 312, 316 and 320.)	(Cols. 313, 317 and 321.)	Cols. 314, 318 and 322	
1937-38.	*1938-39.*	*1937-38.*	*1938-39.*	*1937-38.*	*1938-39.*	*1937-38.*	*1938-39.*	*1937-38.*	*1938-39.*	*1937-38.*	*1938-39.*	
315	316	317	318	319	320	321	322	323	324	325	326	327
13	15	79	107	4	1	3	5	121	47	247	229	Brought forward.
..	..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	1	..	..	..	..	..	..	..	1	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
2	..	11	..	..	..	..	..	2	..	18	..	11 (*a*)
..	..	..	..	1	..	..	..	1	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	..	..	..	22	15	18	18	22	15	18	18	12 (*b*)
..	1	5	15	..	1	..	20	..	29	5	153	12 (*c*)
..	..	..	..	1	..	..	..	1	..	..	..	12 (*d*)
..	..	..	3	28	9	48	24	29	9	50	30	12 (*e*)
2	..	1	5	1	..	1	2	3	..	2	7	12 (*f*)
1	..	11	22	4	..	10	..	5	8	21	56	12 (*g*)
18	17	107	152	61	26	80	69	184	109	361	493	Total

APPEN

Number of persons killed or injured during the year 1938-39 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	†CLASS I RAILWAYS.								*CLASS II RAILWAYS.							
	Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 329, 331 and 333.)	Injured. (Cols. 330, 332 and 334.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 337, 339 and 341.)	Injured. (Cols. 338, 340, and 342.)
322	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344
1. Ascending or descending steps at stations.	..	7	..	7	..	1	..	15	..	..	..	..	..	..	..	..
2. Being struck, by barrows, by falling over packages, etc., on platform.	..	1	..	71	..	..	..	72	..	..	..	..	..	..	..	..
3. Falling off platforms.	..	1	1	26	..	3	1	30	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	..	..	2	1,108	6	29	8	1,137	..	..	1	..	..	..	1	..
5. Moving or carrying goods at stations, etc.	..	..	3	346	1	3	4	349	..	..	..	..	..	1	..	1
6. Working at cranes or capstans.	..	..	..	92	..	..	..	92	..	..	..	..	..	..	..	..
7. Falling off wagon doors, lamps, bales of goods, etc.	..	..	..	241	1	4	1	245	..	..	..	1	..	..	..	1
8. Falling off, or getting on or off, stationary engines or vehicles.	..	..	1	340	..	..	1	340	..	..	..	1	..	..	..	1
9. Falling off platforms, ladders, scaffolds, etc.	..	..	2	151	6	20	8	171	..	..	..	2	..	..	..	2
10. Stumbling whilst walking on the line or platforms.	..	6	..	210	5	13	5	229	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	..	..	..	2,507	..	1	..	2,508	..	..	..	2	..	..	..	2
12. Being trampled on or kicked by horses.	..	..	..	2	..	..	..	2	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	3	1,588	..	23	3	1,611	..	..	1	10	..	..	1	10
14. Miscellaneous . . .	..	4	12	3,145	14	60	26	3,209	..	..	..	3	2	..	2	3
Total .	..	19	24	9,834	33	157	57	10,010	..	..	2	19	2	1	4	20

† Inclusive of Mysore State Railway.

* Exclusive of Mysore State Railway.

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents ***in which upon railways was not concerned.***

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 345, 347 and 349.)	Injured. (Cols. 346, 348 and 350.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 353, 355 and 357.)	Injured. (Cols. 354, 356 and 358.)	
345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361
..	..	..	..	..	..	..	..	..	7	..	7	..	1	..	15	1. Ascending or descending steps at stations.
..	..	..	..	..	..	..	..	..	1	..	71	..	..	..	72	2. Being struck by barrows, by falling overpackages, etc., on platform.
..	..	..	..	..	..	..	..	..	1	1	26	..	3	1	30	3. Falling off platforms.
..	..	..	1	..	1	..	2	..	..	3	1,109	6	30	9	1,139	4. Loading, unloading or sheeting wagons.
..	..	..	1	..	..	..	1	..	..	3	347	1	4	4	351	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	..	92	..	..	..	92	6. Working at cranes or capstans.
..	..	..	1	..	..	..	1	..	..	..	243	1	4	1	247	7. Falling off wagon doors, lamps, bales of goods, etc.
..	..	..	..	..	..	..	..	..	..	1	341	..	..	1	341	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	1	..	..	..	1	..	..	..	3	153	6	20	9	173	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	..	..	..	..	..	..	6	..	210	5	13	5	229	10. Stumbling whilst walking on the line or platforms.
..	..	..	..	..	..	..	..	..	..	..	2,509	..	1	..	2,510	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	2	12. Being trampled on or kicked by horses.
..	..	..	1	..	..	..	1	..	..	4	1,599	..	23	4	1,622	13. Working on the line or in sidings.
..	..	..	3	..	..	..	3	..	4	12	3,151	16	60	28	3,215	14. Miscellaneous.
..	..	1	7	..	1	1	8	..	19	27	9,860	35	159	62	10,038	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1938-39
[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
362	Killed. 363	Percentage of total. 364	Injured. 365	Percentage of total. 366	Killed. 367	Percentage of total. 368	Injured. 369	Percentage of total. 370	Killed. 371	Percentage of total. 372	Injured. 373	Percentage of total. 374
Assam-Bengal	1	100·0	9	56·3	..	..	4	25·0	..	..	3	18·8
Bengal and North-Western	3	75·0	34	100·0	1	25·0	..	..	..	..	..	..
Bengal-Nagpur	3	33·3	231	91·7	6	66·7	16	6·35	..	..	5	1·98
Bombay, Baroda and Central India.	3	60·0	140	86·4	2	40·0	22	13·6	..	..	..	..
Eastern-Bengal	10	83·3	147	77·0	1	8·33	36	18·8	1	8·33	8	4·19
East Indian	33	60·0	638	97·7	21	38·2	14	2·15	1	1·82	1	0·15
Great Indian Peninsula	13	65·0	1,111	98·8	7	35·0	9	0·80	..	..	4	0·36
Jodhpur	..	..	2	50·0	..	..	2	50·0	..	..	..	..
Madras and Southern Mahratta	6	75·0	284	97·6	2	25·0	7	2·40	..	..	..	..
Mysore State	..	..	..	..	..	..	4	100·0	..	..	..	..
Nizam's State	..	..	21	91·3	1	100·0	2	8·70	..	..	..	..
North Western	27	100·0	619	99·5	..	..	3	0·48	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	5	38·4	8	61·6	..	..	..	..
South Indian	2	66·7	63	85·1	1	33·3	11	14·9	..	..	..	..
Total	101	67·3	3,299	95·4	47	31·3	138	3·99	2	1·33	21	0·61

DIX D (*v*).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				† Total.		Railway System.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed. (Cols. 363, 367, 371, 375 and 379.)	Injured. (Cols. 365, 369, 373, 377 and 381.)	
375	376	377	378	379	380	381	382	383	384	385
..	..	..	..	..	..	..	..	1	16	Assam-Bengal.
..	..	..	..	..	..	..	..	4	34	Bengal and North-Western.
..	..	..	..	..	..	..	..	9	252	Bengal-Nagpur.
..	..	..	..	..	..	..	..	5	162	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	12	191	Eastern Bengal.
..	..	..	..	..	..	..	..	55	653	East Indian.
..	..	..	..	..	..	..	..	20	1,124	Great Indian Peninsula.
..	..	..	..	..	..	..	..	..	4	Jodhpur.
..	..	..	..	..	..	..	..	8	291	Madras and Southern Maharatta.
..	..	..	..	..	..	..	..	..	4	Mysore State.
..	..	..	..	..	..	..	..	1	23	Nizam's State.
..	..	..	..	..	..	..	..	27	622	North Western.
..	..	..	..	..	..	..	..	5	8	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	3	74	South Indian.
..	..	..	..	..	..	..	..	150	3,458	Total.

† Inclusive of Mysore State Railway.

APPEN

Number of accidents which occurred during the year 1938-39 in Railway Workshops

Class I

Number of accidents and number of persons killed or injured.	Particulars.	Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Jodhpur.
386	387	388	389	390	391	392	393	394	395
(*a*) Total number of accidents ..	..	146	15	70	2,310	321	1,023	1,544	37
(*b*) *Affecting Railway Servants.*									
1. Railway workshops ..	Killed ..	..	..	..	1	..	..	1	1
	Injured ..	146	4	52	2,285	319	1,023	1,543	35
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under constructions	Killed ..	..	..	..	..	..		..	..
	Injured ..	..	..	..	24	..		..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	11	..	..	..	..	..
Total (*b*) ..	Killed ..	..	..	..	1	..	..	1	1
	Injured ..	146	4	63	2,309	319	1,023	1,543	35
(*c*) *Affecting other persons.*									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	1	..	..	..
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	1
3. Lines under construction	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	2	..	..	..	..	..	..
	Injured ..	..	1	..	..	..	..	..	..
Total (*c*) ..	Killed ..	..	2	..	..	..	..	..	..
	Injured ..	..	1		..	1	..	..	1
GRAND TOTAL (*b*+*c*) ..	Killed ..	..	2	..	1	..	..	1	1
	Injured ..	146	5	63	2,309	320	1,023	1,543	36

DIX D (*vi*).

and certain other places and the number of Railway servants and other persons killed or injured.

Railways.						† Total class I Railways.	* Total class II Railways.	Total class III Railways.	Total all Railways (columns 402, 403 and 404).	No. of accidents and No of persons killed or injured.	
Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.						
396	397	398	399	400	401	402	403	404	405	406	
849	65	397	1,270	2	580	8,629	55	1	8,685	(*a*) Total number of accidents.	
										(*b*) *Affecting Railway Servants.*	
3	..	..	4	..	..	10	..	..	10	Killed	1
846	65	397	1,266	2	581	8,564	54	1	8,619	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	3
..	..	..	..	..	..	24	..	..	24	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	5
..	..	..	..	..	..	11	..	..	11	Injured	
3	..	..	4	..	..	10	..	..	10	Killed	Total (*b*).
846	65	397	1,266	2	581	8,599	54	1	8,654	Injured	
										(*c*) *Affecting other persons.*	
..	..	..	..	..	..	..	..	..	..	Killed	1
..	..	..	..	..	..	1	..	..	1	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	1	..	..	1	Injured	
..	..	..	..	..	1	1	..	..	1	Killed	3
..	..	..	..	..	..	..	1	..	1	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	2	..	..	2	Killed	5
..	..	..	..	..	..	1	..	..	1	Injured	
..	..	..	..	..	1	3	..	..	3	Killed	Total (*c*).
..	..	..	..	..	..	3	1	..	4	Injured	
3	..	..	4	..	1	13	..	..	13	Killed	Grand Total (*d*).
846	65	397	1,266	2	581	8,602	55	1	8,658	Injured	

†Inclusive of Mysore State Railway.
*Exclusive of Mysore State Railway.

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3′ 3⅜″	203	100·0	863	98·3	0·70	5,818	88·6	1·67
Bengal and North-Western	3′ 3⅜″	393	74·3	1,587	67·8	12·8	12,690	*Nil*	3·43
Bengal-Nagpur	5′ 6″	656	100·0	1,161	95·6	4·39	22,791	80·3	19·7
	2′ 6″	115	93·0	406	92·6	*Nil*	1,987	85·3	0·10
Bombay, Baroda and Central India.	5′ 6″	362	100·0	‡978	100·0	*Nil*	10,185	95·0	2·44
	3′ 3⅜″	465	100·0	1,474	99·9	0·07	9,433	39·7	10·7
	2′ 6″	27	*Nil*	72	*Nil*	*Nil*	337	*Nil*	*Nil*
Eastern-Bengal	5′ 6″	294	100·0	1,151	99·9	0·10	8,570	59·6	40·0
	3′ 3⅜″	207	100·0	1,098	88·5	11·5	5,597	38·7	2·09
	2′ 6″	9	*Nil*	57	*Nil*	*Nil*	23	*Nil*	*Nil*
East Indian	5′ 6″	1,542	99·4	3,326	98·8	1·17	51,430	78·9	19·1
Great Indian Peninsula	5′ 6″	664	100·0	1,980	100·0	*Nil*	19,234	91·7	8·07
	2′ 6″	21	*Nil*	51	*Nil*	*Nil*	235	*Nil*	*Nil*
Jodhpur	3′ 3⅜″	103	87·4	360	90·3	8·61	2,899	10·7	2·66
Madras and Southern Mahratta.	5′ 6″	298	99·3	871	98·2	1·84	6,096	88·1	11·9
	3′ 3⅜″	320	71·9	955	92·0	3·66	6,898	2·71	44·8
Mysore	3′ 3⅜″	80	95·0	323	92·0	6·00	1,490	54·0	17·0
	2′ 6″	10	90·0	30	10·0	*Nil*	88	3·00	96·0
	2′ 0″	6	*Nil*	5	*Nil*	*Nil*	52	*Nil*	*Nil*
Nizam's State	5′ 6″	85	100·0	172	99·4	0·58	2,208	79·0	18·5
	3′ 3⅜″	83	88·0	171	100·0	*Nil*	1,431	33·9	1·20
North Western	5′ 6″	1,181	99·2	3,491	100·0	*Nil*	29,332	93·4	6·62
	2′ 6″	100	*Nil*	352	87·5	*Nil*	902	75·4	0·66
Rohilkund and Kumaon	3′ 3⅜″	89	79·8	225	55·6	21·8	2,987	0·97	0·54
South Indian	5′ 6″	152	100·0	480	97·7	2·29	2,490	80·2	19·0
	3′ 3⅜″	384	100·0	†1,522	94·7	4·14	6,194	4·57	4·49
	2′ 6″	11	54·5	35	*Nil*	*Nil*	78	*Nil*	*Nil*
Total		7,8 0	94·5	23,196	93·9	2·81	211,475	67·7	13·5
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	31	93·5	121	100·0	*Nil*	286	43·7	56·3
Bengal Dooars	3′ 3⅜″	19	47·4	72	15·3	44·4	448	0·44	*Nil*
Bhavnagar State	3′ 3⅜″	39	76·9	204	92·2	5·88	1,217	0·33	1·07
Bikaner State	3′ 3⅜″	54	57·4	178	34·2	18·5	1,262	6·10	0·24
Darjeeling Himalayan	2′ 0″	34	2·90	128	100·0	*Nil*	504	100·0	*Nil*
Dibru Sadiya	3′ 3⅜″	29	82·7	63	82·5	17·5	1,178	27·6	65·6
Gaekwar's Baroda State	3′ 3⅜″	24	95·8	94	98·9	1·06	321	21·2	3·43
	2′ 6″	37	*Nil*	137	*Nil*	*Nil*	727	*Nil*	*Nil*
Gondal	3′ 3⅜″	26	100·0	141	95·7	4·96	699	0·14	2·00
Jaipur State	3′ 3⅜″	12	100·0	80	100·0	*Nil*	230	100·0	*Nil*
Jamnagar and Dwarka	3′ 3⅜″	16	75·0	74	70·3	21·6	628	96·5	4·30
Junagad State	3′ 3⅜″	18	100·0	168	99·4	0·60	369	0·27	5·96
Morvi	3′ 3⅜″	22	90·9	121	97·5	*Nil*	350	3·71	4·57
Shahdara (Delhi)-Saharanpur	2′ 6″	10	*Nil*	49	*Nil*	*Nil*	266	*Nil*	*Nil*
Total	..	371	63·3	1,630	74·0	6·93	8,485	23·1	12·3
GRAND TOTAL (CLASS I & II RAILWAYS).	..	8,231	93·1	24,826	92·2	3·08	219,960	66·1	13·5

† Includes 48 Trailer Coaches (Electric).

‡ Includes 120 Trailer Coaches (Electric).

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1939.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
											CLASS I RAILWAYS.
(e)723	*Nil*	94·2	7	226	237	470	100·0	95·8	100·0	97·9	Assam-Bengal.
1,358	*Nil*	100·0	61	560	78	699	100·0	58·2	100·0	63·4	Bengal and North Western.
(b)871	4·47	95·5	57	357	198	612	100·0	97·8	98·5	98·2	Bengal Nagpur.
(b)375	*Nil*	92·8	11	177	70	258	100·0	85·9	79·5	84·6	
770	*Nil*	100·0	*Nil*	316	158	474	*Nil*	98·4	65·8	84·5	Bombay, Baroda and Central India.
1,276	*Nil*	100·0	*Nil*	655	262	917	*Nil*	89·7	100·0	92·4	
72	*Nil*	38·9	*Nil*	33	26	59	*Nil*	76·7	100·0	85·5	
820	*Nil*	100·0	5	191	258	454	100·0	77·3	67·7	71·7	Eastern Bengal.
767	*Nil*	100·0	15	291	250	556	100·0	100·0	100·0	100·0	
57	*Nil*	40·4	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	
(c)2,779	*Nil*	81·3	137	1,129	806	2,072	100·0	96·5	97·6	97·1	East Indian.
(a)1,275	*Nil*	100·0	1	428	347	776	100·0	81·1	77·1	79·3	Great Indian Peninsula.
49	*Nil*	100·0	*Nil*	26	20	46	*Nil*	92·9	100·0	95·8	
325	*Nil*	98·8	13	99	119	231	100·0	100·0	100·0	100·0	Jodhpur.
(d)634	*Nil*	97·8	*Nil*	242	263	505	*Nil*	96·0	96·7	96·4	Madras and Southern Mahratta.
(d)807	*Nil*	98·1	*Nil*	317	357	674	*Nil*	100·0	95·7	97·7	
235	*Nil*	100·0	2	186	31	219	100·0	100·0	100·0	100·0	Mysore.
20	*Nil*	100·0	*Nil*	22	*Nil*	22	*Nil*	100·0	*Nil*	100·0	
5	*Nil*	*Nil*	*Nil*	3	*Nil*	3	*Nil*	100·0	*Nil*	100·0	
139	17·3	82·7	*Nil*	55	24	79	*Nil*	100·0	100·0	100·0	Nizam's State.
140	40·7	59·3	*Nil*	64	23	87	*Nil*	91·4	95·8	92·6	
*2,554	*Nil*	96·7	39	975	799	1,813	100·0	100·0	100·0	100·0	North Western.
*292	*Nil*	95·5	8	170	45	223	100·0	100·0	100·0	100·0	
238	*Nil*	100·0	3	91	52	146	100·0	67·9	100·0	77·2	Rohilkund and Kumaon.
359	*Nil*	94·4	*Nil*	132	112	244	*Nil*	100·0	100·0	100·0	South Indian.
1,394	*Nil*	95·1	*Nil*	594	240	834	*Nil*	85·7	58·8	75·7	
35	*Nil*	100·0	*Nil*	8	1	9	*Nil*	44·4	9·10	31·0	
18,369	0·60	93·9	359	7,347	4,776	12,482	100·0	88·6	89·4	89·2	Total.
											CLASS II RAILWAYS.
110	*Nil*	100·0	*Nil*	27	12	39	*Nil*	36·5	66·7	42·4	Barsi Light.
64	*Nil*	100·0	3	17	10	30	100·0	56·7	100·0	69·8	Bengal Dooars.
144	*Nil*	100·0	*Nil*	85	14	99	*Nil*	100·0	100·0	100·0	Bhavnagar State.
142	*Nil*	97·9	5	86	17	108	100·0	100·0	100·0	100·0	Bikaner State.
106	5·60	84·4	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Darjeeling Himalayan.
54	*Nil*	94·4	*Nil*	33	12	45	*Nil*	100·0	100·0	100·0	Dibru Sadiya.
162	*Nil*	100·0	*Nil*	50	30	80	*Nil*	100·0	100·0	100·0	Gaekwar's Baroda State.
268	*Nil*	99·3	*Nil*	79	41	120	*Nil*	97·5	100·0	98·4	
111	*Nil*	100·0	*Nil*	61	16	77	*Nil*	100·0	100·0	100·0	Gondal.
78	*Nil*	100·0	*Nil*	60	2	62	*Nil*	100·0	100·0	100·0	Jaipur State.
55	*Nil*	100·0	*Nil*	31	*Nil*	31	*Nil*	88·6	*Nil*	88·6	Jamnagar and Dwarka.
146	*Nil*	100·0	*Nil*	65	37	102	*Nil*	100·0	86·0	94·4	Junagad State.
94	*Nil*	98·9	*Nil*	45	16	61	*Nil*	100·0	84·2	95·3	Morvi.
53	*Nil*	100·0	3	18	2	23	100·0	42·9	100·0	48·7	Shahdara(Delhi)-Saharanpur.
1,593	0·38	98·5	11	657	209	877	100·0	80·6	86·0	81·9	Total.
19,962	0·58	94·8	370	8,004	4,985	13,359	100·0	87·8	89·3	88·7	GRAND TOTAL (CLASS I & II RAILWAYS.

* Includes State Saloons, Store vans, Road vans, Medical vans and Saloons exclusively used for departmental purposes, Military, Dining and Tourist cars.

(*a*) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 127 reserved cars and 53 non-passenger carrying vehicles.

(*b*) Difference with the figures appearing in Cols. 62 and 9, respectively, of statement 10 of B. N. Ry. is due to the exclusion of 104 vehicles and inclusion of 2 Rail cars on the Broad Gauge and the exclusion of 5 relief vans and the inclusion of 3 Rail cars on the Narrow Gauge.

(*c*) Includes 3 steam coaches.

(*d*) Exclude 26 and 36 vehicles on the Broad and Metre Gauges, respectively, transferred to Goods Stock as they are not passenger carriages.

(*e*) Excludes 7 carriages under rebuilding.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1938-39.

Railway system.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total Cost to the Railway.	Total Cost.	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
Class I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	56,852	94,016	1,365	1,52,233	116·5	0·03
Bengal and North Western	85,123	81,083	1,204	1,67,410	79·1	0·02
Bengal Nagpur	1,49,253	(*a*) 4,28,032	25,148	6,02,433	177·6	0·04
Bombay, Baroda and Central India	3,06,075	6,31,444	14,180	9, 1,699	271·2	0·05
Eastern Bengal	(*b*) 2,31,371	3,62,601	24,226	6,18,201	307·8	0·05
East Indian	3,57,684	6,94,887	54,731	11,07,302	252·2	0·03
Great Indian Peninsula	4,49,605	4,11,697	6,177	8,67,479	234·7	0·04
Jodhpur	9,290	24,160	3,972	37,422	35·5	0·02
Madras and Southern Mahratta	2,30,053	2,80,306	10,581	5,20,940	175·6	0·04
Mysore State	*Nil*	27,513	*Nil*	27,513	37·8	0·01
Nizam's State	1,69,370	*	30,791	2,00,161	147·2	0·05
North Western	(*c*) 3,56,467	10,50,939	20,990	14,28,396	206·1	0·05
Rohilkund and Kumaon	14,409	23,522	576	38,507	67·6	0·02
South Indian	1,65,980	1,38,376	2,666	3,07,022	121·3	0·02
Total	25,81,535	42,48,576	1,96,607	70,26,718	192·1	0·04
Class						
Barsi Light	4,300	5,999	350	10,649	52·6	0·02
Bengal Dooars	*Nil*	7,295	209	7,504	46·7	0·02
Bhavnagar State	12,950	12,559	24	25,533	83·2	0·03
Bikaner State	31	7,493	319	7,843	9·21	0·01
Darjeeling Himalayan	1,562	*Nil*	*Nil*	1,562	10·7	0·00
Dibru Sadiya	*Nil*	4,818	*Nil*	4,818	56·3	0·01
Gaekwar's Baroda State	*Nil*	9,772	138	9,910	15·3	0·01
Gondal	12,066	10,852	2	22,920	111·2	0·04
Jaipur State	(*d*)	(*d*)	(*d*)	(*d*)	(*d*)	(*d*)
Jamnagar Dwarka	1,754	3,376	26	5,156	30·2	0·02
Junagad State	5,131	2,052	*Nil*	7,183	31·3	0·01
Morvi	6,442	1,592	*Nil*	8,034	60·7	0·02
Shahdara (Delhi)-Saharanpur Light	*Nil*	4,687	301	4,988	53·9	0·03
Total	44,236	70,500	1,369	1,16,105	33·8	0·02
Class III Total	10,776	12,620	107	23,503	20·9	0·01
Grand Total	26,36,547	43,31,696	1,98,083	71,66,326	174·2	0·04

* Included in column 2.

(*a*) Includes Salaries, Passages, Travelling & other allowances of the Superintendent and other Inspecting Staff.

(*b*) Includes adjustment of excess recovery made by the Provincial Government in 1937-38 ; and, also, cost of Order Police of Cooch Behar State Railway pending readjustment.

(*c*) Includes credits of Rs. 89,854 excess debited during 1937-38 & excludes Rs. 64,531 on account of a portion of cost of Order Police supplied by the Punjab Government not having been adjusted during the year.

(*d*) The cost of Police force and Watch and Ward Staff is borne by the Jaipur Government under Jaipur State Police Budget.

Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 6-10-0 or 10*s.* 6*d.* Volume II, Rs. 6-6-0 or 10*s.* (1938-39).

(2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3*s.*

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1939. Published sexennially. Price Rs. 4-10-0 or 7*s.* 3*d.*

(4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20 or 31*s.* (Corrected up to 1st July 1939).

TECHNICAL PAPERS.

(5) Over 306 papers have been published by the Railway Board's office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.	*Name.*	*Author.*
No. 72.	The design of well foundations for bridges	(Compiled.)
„ 148.	Statistics of railway working expenditure	G. DEUCHARS.
„ 153.	River training and control on the guide bank system	F. J. E. SPRING.
„ 215.	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
„ 219.	Technical education in relation to railways in America	H. L. COLE.
„ 239.	The central control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
„ 242.	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
„ 243.	How to judge the prospects of new railways	LT.-COL. L. E. HOPKINS.
„ 244.	Sleeper spacing and the effect of the New Permissible Axle-loads	A. F. HARVEY.
„ 245.	Report of the Indian Railway Bridge Committee on track stresses.	
„ 247.	1st and 2nd interim reports of the Indian Railway Bridge Committee on impact and revision of the Bridge rules.	
„ 249.	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
„ 250.	Axle-loads, wheel diameter and railheads dimensions.	
„ 251.	A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)	
Description	of the Planning, Progress, Coaling and Engine Repair, Schedule System, introduced on the G. I. P. Railway Loco. shops at Parel	F. G. S. MARTIN.
No. 256.	Notes on the preparation of railway projects	H. L. GLASS.
„ 259.	The estimation of Passenger earnings on new projects	A. LINES.
„ 261.	Tube wells on the N. W. Railway, 1925-27	J. WARDON.
„ 262.	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927	A. I. SLEIGH.
„ 263.	Note on Composite Index numbers of Indian Railways	W. G. BARNETT.
„ 264.	Memorandum on Traffic Surveys	R. N. NICOLLS.
„ 266.	Principles of the Absolute Block System, 1929	L. H. KIRKNESS.
„ 267.	Flood-Lighting, 1929	H. J. MULLENEUX.
„ 271.	Antiseptic treatment of *Pinus Longifolia* (Chir) for Railway Sleepers	KAMESAM.
„ 272.	The Stereographic Survey of the Shaksgam	MAJOR KENNETH MASON. (Reprint.)
„ 273.	A Schedule system for the Control of Operations in Workshops, 1929	H. H. SAUNDERS.
„ 275.	An Enquiry into the Preparation of Periodic Financial Returns on the Railways of Great Britain, Egypt and Palestine, 1929	MAJOR WAGSTAFF.
„ 276.	Investigation into the Strength of Rail Joints	H. HOWE and L. H. SWAIN.
„ 277.	Description of the Cost Accounting Scheme introduced in the locomotive workshops at Moghalpura	A. E. HOWELL.
„ 278.	Notes on Tube Railway Construction	H. G. SALMOND.
„ 279.	Report on Track Practice on American and Canadian Railways	A. F. HARVEY.
„ 280.	The Installation of a Production System in the locomotive workshops at Moghalpura	A. E. HOWELL.
„ 281.	The Belt System of Repairs introduced in the locomotive workshops at Kanchrapara	R. DE VÈRE IRWIN and J. R. POTTER.
„ 282.	Note on "Fridera"—A composition for reconditioning abrased spike holes in Railway Sleepers	S. KRISHNA and T. P. GHOSE.
„ 283.	Description of a system introduced in the Stores Department of the East Indian Railway, and Appendices	F. G. S. MARTIN and A. R. A. HABE DUKE.
„ 284.	Wagon Repairs—Notes on Progressive System of Wagon Repairs as introduced in North Western Railway Workshops at Moghalpura	B. S. SINDHU.
„ 285.	Note on the Methods by which the provisions regarding Rates and Fares embodied in the English Railways Act of 1921 were framed, both from the points of view of the Railway Companies and of the compilers of the Act	E. A. SIMS.
„ 286.	Stresses in Fishplates for 90 lbs. Rails (with conclusions affecting the design of Standard Rail and Fishplate Sections)	A. M. SIMS.
„ 287.	Report on Oil, Burners and Wicks for Signal Lamps	H. E. COX.
„ 288.	G. I. P. Railway Dynamometer Car Report No. 11—Train Resistance.	
„ 289.	The Hump Yard in India	MAJOR H. W. WAGSTAFF, M.C., R.E.
„ 290.	The Indian Railway Rates' Structure	A. W. BECKETT.
„ 291.	Controlled Concrete	A. W. CRIPS VILLIERS, B.A., B.A.I.
„ 292.	Hints on the Construction of a Railway in the Plains (with Special Reference to Bengal)	K. B. RAY.
„ 293.	Simplified Design of Masonry Arch by the Elastic Theory	A. VASUDEVAN and GURDIAL SINGH.
„ 294.	Frame Arch Spans for Railway Loadings	H. J. NICHOLS.
„ 295.	The Hallade Track Recorder and Hints on the maintenance of Curves	Reproduced by the courtesy of the London, Midland and Scottish Railway Coy.
„ 296.	Paint Flaking on Railway Carriages	H. M. R. MORSE and B. S. SINDHU.
„ 297.	The Maximum Length of Rails as affected by the Range of Temperature and the design of the Rail-joint	A. M. SIMS.
„ 298.	Cost Accounting in English and Indian Railway Workshops	S. V. IYER.
„ 299.	The Determination of the Permissible Speeds on Curves	E. PROCTER.
„ 300.	Report on Investigation into modern methods of introducing transition curves economically into existing lines of Railway	R. H. MARTIN.
„ 301.	Note on reconditioning of curves	R. STRICK.
„ 302.	The Coach Painters Handbook and Guide	T. VILLERS.
„ 303.	Wear of Rails on curves and check rail clearances required on curves of 4° and sharper	A. M. SIMS.
„ 304.	Description of the method of Locomotive Repair as carried out in the Kharagpur Workshops of the Bengal Nagpur Railway	L. G. BAILEY, M. I. L. E.
„ 305.	Primary Stresses in Railway Tracks	W. E. GELSON, M. INST. C. E.
„ 306.	Creosoted Wooden Railway Sleepers (Ties) in India and elsewhere	C. W. SCOTT, O.B.E., D.F.C., B.Sc., I.F.S.

The prices of the papers vary from Annas Three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Civil Lines, Delhi.

List of Agents in India and Burma from whom Government of India Publications are available.

ABBOTTABAD—English Book Store.

AGRA—
- English Book Depot, Taj Road.
- Indian Army Book Depot, Dayalbagh.
- National Book House, Jeonamandi.

AHMEDABAD—
- Chandrakant Chimanlall Vora.
- H. L. College of Commerce Co-operative Stores Ltd.

AJMER—Banthiya & Co., Ltd., Station Road.

ALIGARH—Rama Book Depot, Sarai Hussain.

ALLAHABAD—
- Kitabistan, 17-A, City Road.
- Ram Narain Lal, 1, Bank Road.
- Superintendent, Printing and Stationery, U. P.
- Wheeler & Co., Messrs. A. H.

BARODA—Parikh & Co., Messrs. B.

BILASPUR—Subhan, Mr. M. A., Bookseller & Publisher.

BOMBAY—
- Bombay Book Depot, Charni Road, Girgaon.
- Joshi, Mr. V. G., News Agent, Devgad Baria, *Via* Piplod.
- New Book Co., Kitab Mahal, 188-90, Hornby Road.
- Popular Book Depot, Grant Road.
- Shri Samarth Book Depot, Ramchandra Buildings, Near Portuguese Church, Girgaon.
- Superintendent, Govt. Printing & Stationery, Queen's Road.
- Taraporevala Sons & Co., Messrs. D. B.
- Thacker & Co., Ltd.
- Tripathi & Co., Messrs. N. M., Princess Street, Kalbadevi Road.
- Wheeler & Co., Messrs. A. H.

CALCUTTA—
- Book Company.
- Chatterjee & Co., 3, Bacharam Chatterjee Lane.
- Chukervertty, Chatterjee & Co., Ltd., 13, College Square.
- Das Gupta & Co., 54/3, College Street.
- Hindu Library, 137-F, Balaram De Street.
- Lahiri & Co., Ltd., Messrs. S. K.
- Macmillan & Co., Ltd., 294, Bow Bazar Street.
- Newman & Co., Ltd., Messrs. W.
- Roy Chowdhury & Co., Messrs. N. M., 72, Harrison Road.
- Sarcar & Sons, Messrs. M. C., 15, College Square.
- Sarkar & Sons, Ltd., Messrs. S. C., 1-1-1c., College Square.
- Standard Law Book Society, 79/1, Harrison Road.
- Thacker Spink & Co. (1933), Ltd.
- Wheeler & Co., Messrs. A. H.

CAWNPORE—
- Advani & Co., P. O. Box No. 100.
- Standard Book Depot, The Mall.

CUTTACK—Press Officer, Orissa Secretariat.

DEHRA-DUN—Ideal Book Depot, Rajpur Road.

DELHI—
- Imperial Book Depot and Press, Near Jama Masjid (Machhliwalan).
- Indian Army Book Depot, Daryaganj.
- Jaina & Bros., Messrs. J. M., Morigate.
- Oxford Book and Stationery Co.
- Pioneer Book Supply Co., 219, Cloth Market.
- Sharda Mandir, Ltd., Nai Sarak.
- Young Man & Co. (Regd.), Egerton Road.

DERAKOTTAH—Rajaji Press, Ltd.

DHARWAR—Karnataka Sahitya Mandir, Publishers and Direct Importers.

DUM DUM CANTT.—Bengal Flying Club.†

FEROZEPUR—English Book Depot.

GWALIOR—Jain & Bros., Messrs. M. B., Sarafa Road.

HYDERABAD (DECCAN)—Hyderabad Book Depot, Chaderghat.

JAIPUR CITY—Goyal & Goyal, Publishers & Booksellers.

JODHPUR—Mathur & Co., Messrs. B. S., Chatter Vilas, Paota, Civil Lines.

JUBBULPORE—C. P. Circulating Library and Book Depot, Civil East Street, Cantonment.

KARACHI—
- Aero Stores.
- English Bookstall.
- Standard Bookstall.

KARACHI (SADAR)—Manager, Sind Government Book Depot and Record office.

KARAIKUNDI—Rajaji Press Ltd.

KASHMIR—Raina's News Agency, The Bund, Srinagar.

KOLHAPUR—International Bookstall, Market.

LAHORE—
- Eastern Publishing and Stationery, Ltd., 10, Chamberlain Road.
- Imperial Publishing Coy.
- Kansil & Co., Messrs. N. C., 9, Commercial Buildings, The Mall.
- Malhotra & Co., Messrs. U, P., Post Box No. 94.
- Minerva Book Shop, Anarkali Street.
- Modern Times, Moneni Road.
- Punjab Religious Book Society.
- Punjab Sanskrit Book Depot.
- Rama Krishna & Sons, Anarkali.
- Standard Book Depot.
- Superintendent, Govt. Printing, Punjab.
- Times Book Depot, Mohan Lal Road.
- University Book Agency, Kacheri Road.

LUCKNOW—
- Lucknow Publishing House.
- Upper India Publishing House, Ltd., Literature Palace, Aminuddaula Park.

LYALLPORE—Lyall Book Depot.

MADRAS—
- Company Law Institute, Thyagarayanagar.*
- Higginbothams.
- Little Flower & Co., 44, Lingha Chetty Street, G. T.
- Superintendent, Govt. Press, Mount Road.
- Varadachary & Co., Messrs. P.

MEERUT—
- Ideal Book Depot, Big Bazar.
- Parakash Educational Stores, Near Tehsil.

MOGA—Army Musketry Stores.

NAGAPATAM—Venkataraman, Mr. B.

NAGPUR—
- Chiney & Sons, Booksellers, etc., Dhantoli.
- Superintendent, Govt. Printing, Central Provinces.

NEW DELHI—
- Bhawnani & Sons.
- Delhi and U. P. Flying Club Ltd.†
- Idandas Book Co., Connaught Circus (opposite Scindia House).
- Jaina & Bros., Messrs. J. M., Connaught Place.
- Ramesh Book Depot & Stationery Mart, Connaught Place.
- Saraswati Book Depot, 15, Lady Hardinge Road.

PATNA—
- Superintendent, Government Printing, Bihar, P. O. Gulzarbagh.
- Verma's Cambridge Book Depot.

PATNA CITY—
- Agarwala & Co., Messrs. J. N. P., Padri-ki-Haveli.
- Raghunath Prasad & Sons.

PESHAWAR—
- British Stationery Mart.
- London Book Co. (India), Arbab Road.
- Manager, Govt. Printing & Stationery, N.-W. F. P.

PESHAWAR CANTT.—Faqir Chand Marwah.

POONA—
- Dastane Bros., Home Service, 456, Rawiwar Peth.
- International Book Service.
- Ram Krishna Bros., opposite Bishram Bagh.

QUETTA—Standard Bookstall.

QUILON—Associated News Agency, Big Bazar.

RAJKOT—Mohanlal Dossabhai Shah.

RANGOON—Burma Book Club, Ltd.

RAWALPINDI—Ray & Sons, Messrs. J., 43 K & L, Edwardes Road.

RAZMAK—Tara & Sons, Messrs. B. S.

SHILLONG—Superintendent, Assam Secretariat Press.

SIALKOT CANTT.—Modern Book Depot, Bazar Road.

SIALKOT CITY—Buckingham & Co., Booksellers & Stationers, Greenwood Street.

TRICHINOPOLY FORT—Krishnaswami & Co., Messrs. S., Teppakulam.

TRIVANDRUM—Booklovers' Resort, Taikad.

VELLORE—Venkatasubban, Mr. A., Law Bookseller.

* Agents for Income-tax, Law and allied Publications only.

† Agents for Publications on Aviation only.

2.2 C 5 XLI

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

1939-40

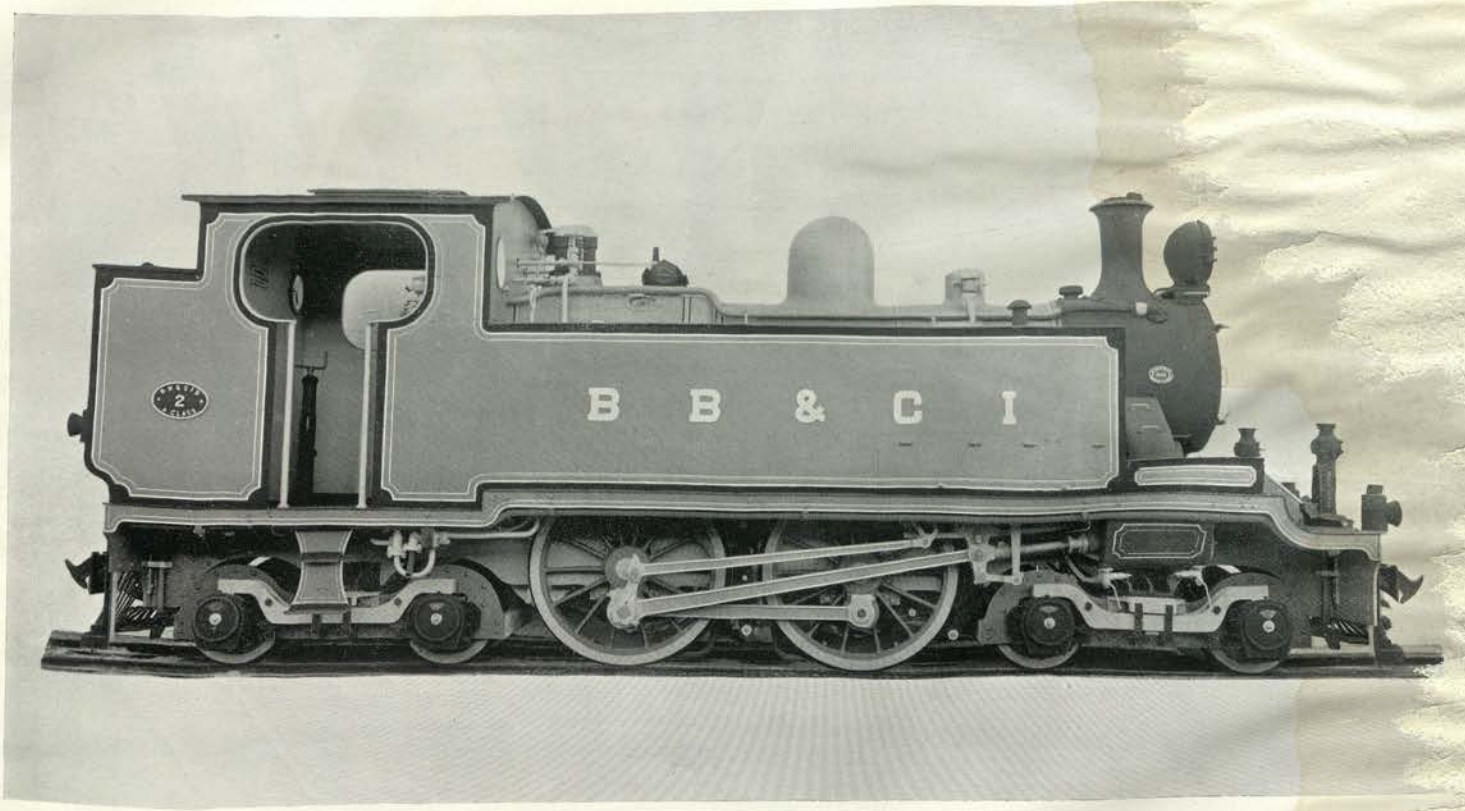
Volume I

PUBLISHED BY MANAGER OF PUBLICATIONS, DELHI
PRINTED BY MANAGER, GOVERNMENT OF INDIA PRESS, CALCUTTA
1941

ILLUSTRATIONS

Samples of Publicity posters.

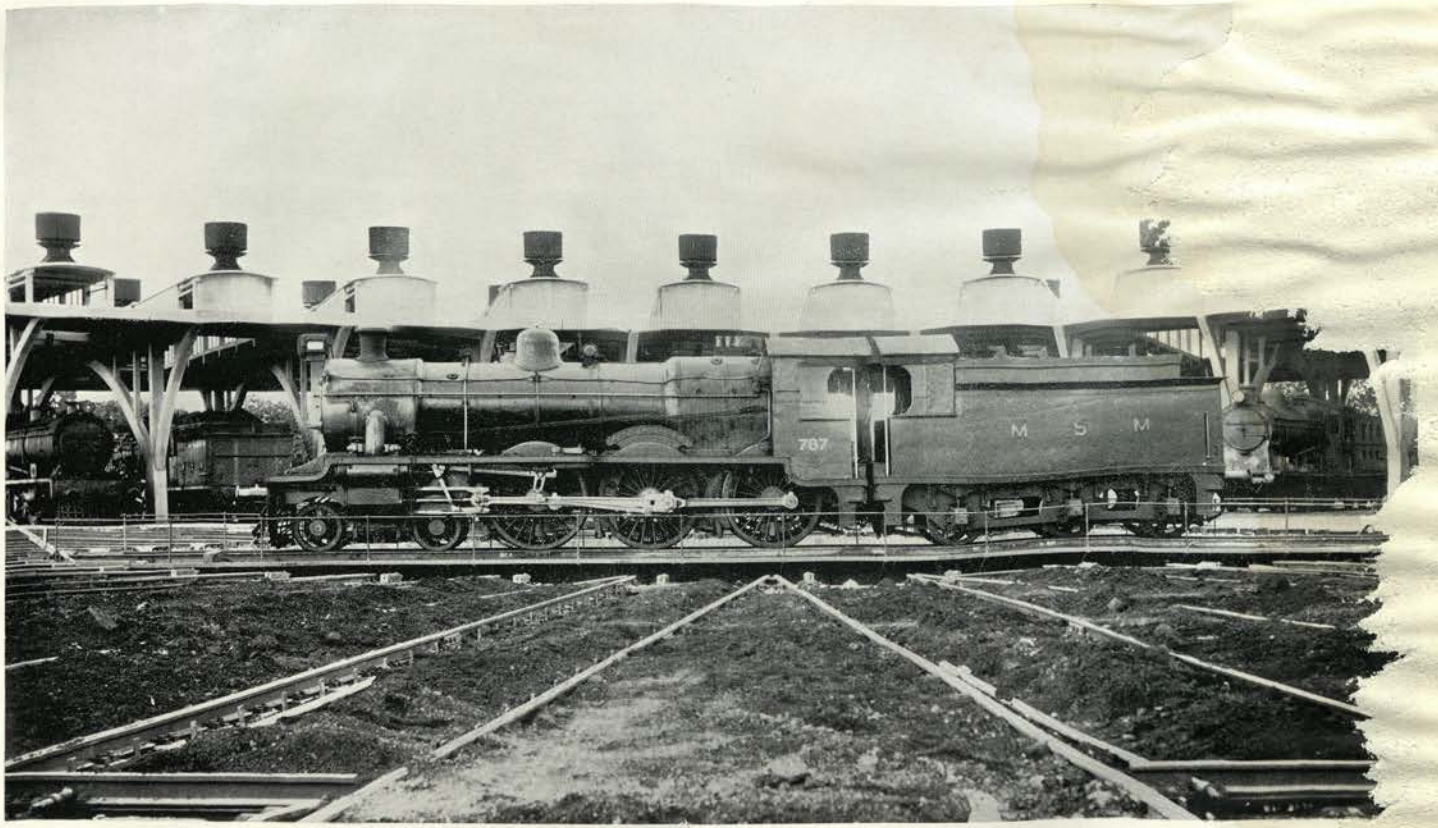
Main approach to the Patna Railway station.



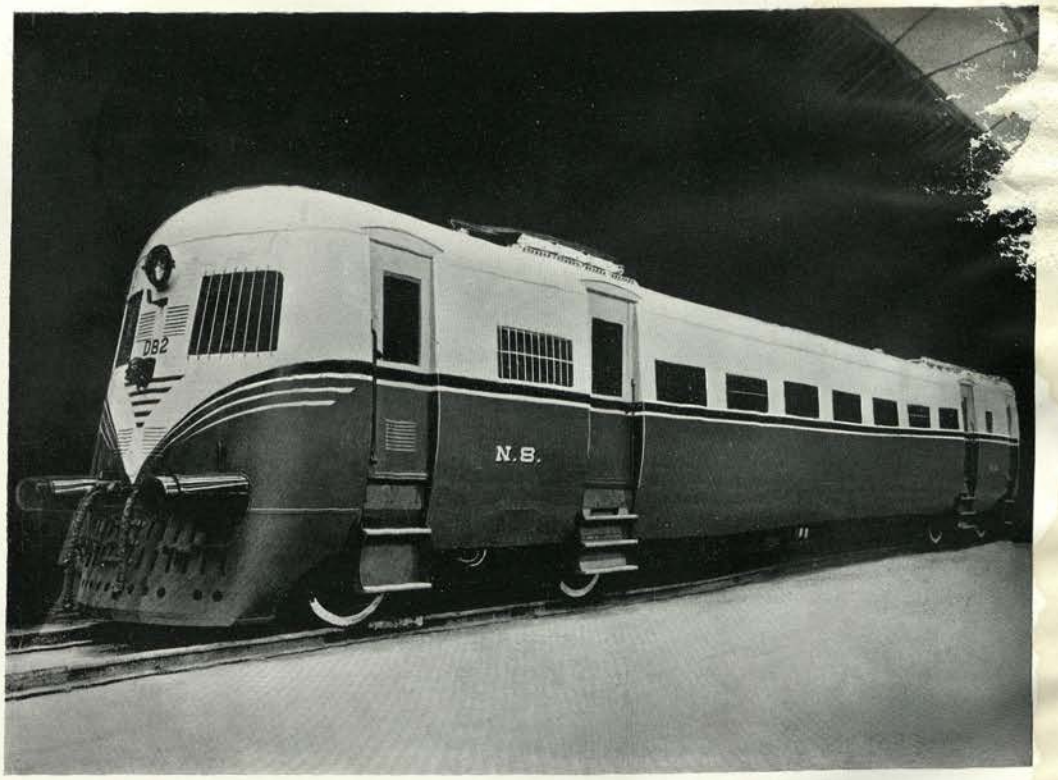
A 4-4-4 type tank locomotive.

[An entirely new type which the Bombay, Baroda and Central India Railway have constructed in their workshops at Ajmer for accelerated light passenger service (3-4 bogies).]

View of the modernised D-4 locomotive No. 411.

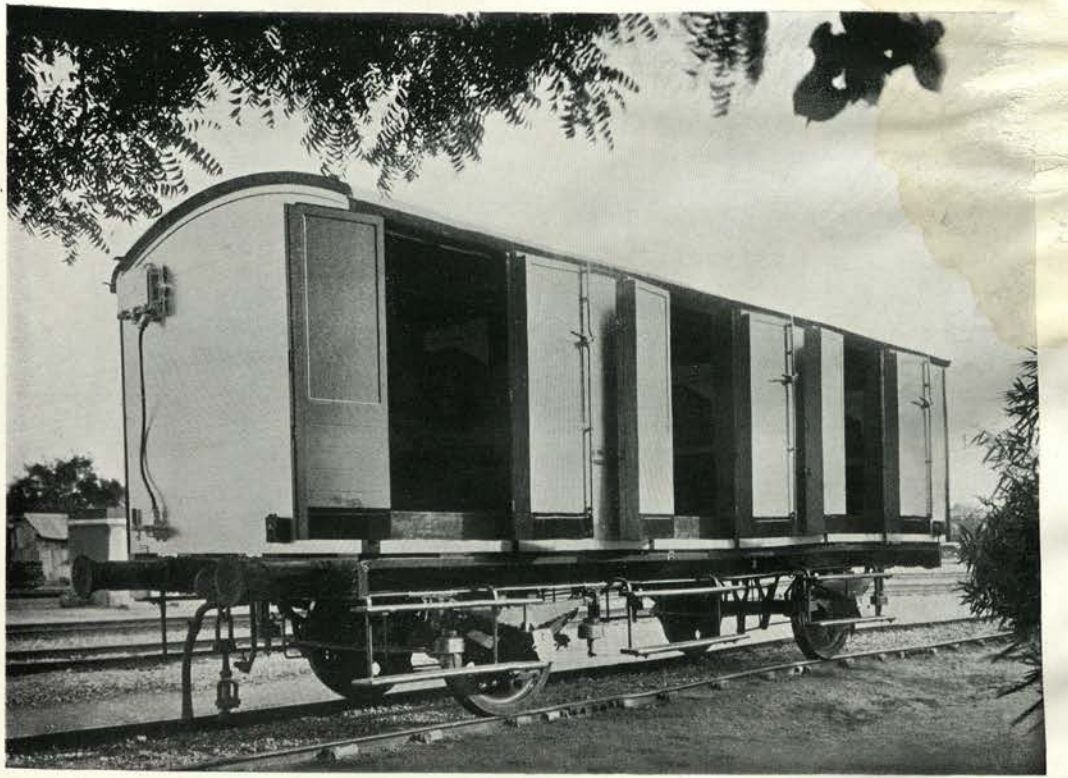


Engine on turn-table at Bitragunta engine shed ready for turning.



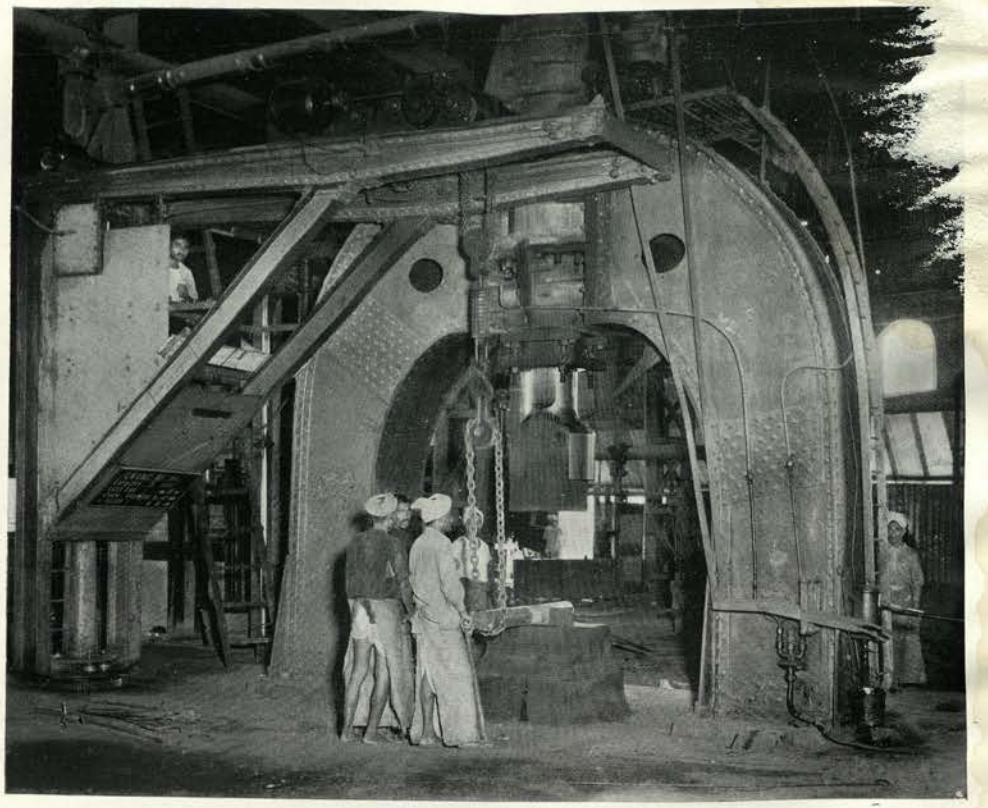
One of the four Diesel Rail Cars for III class passengers.

(Seating capacity 84 and maximum speed 52 miles per hour.)

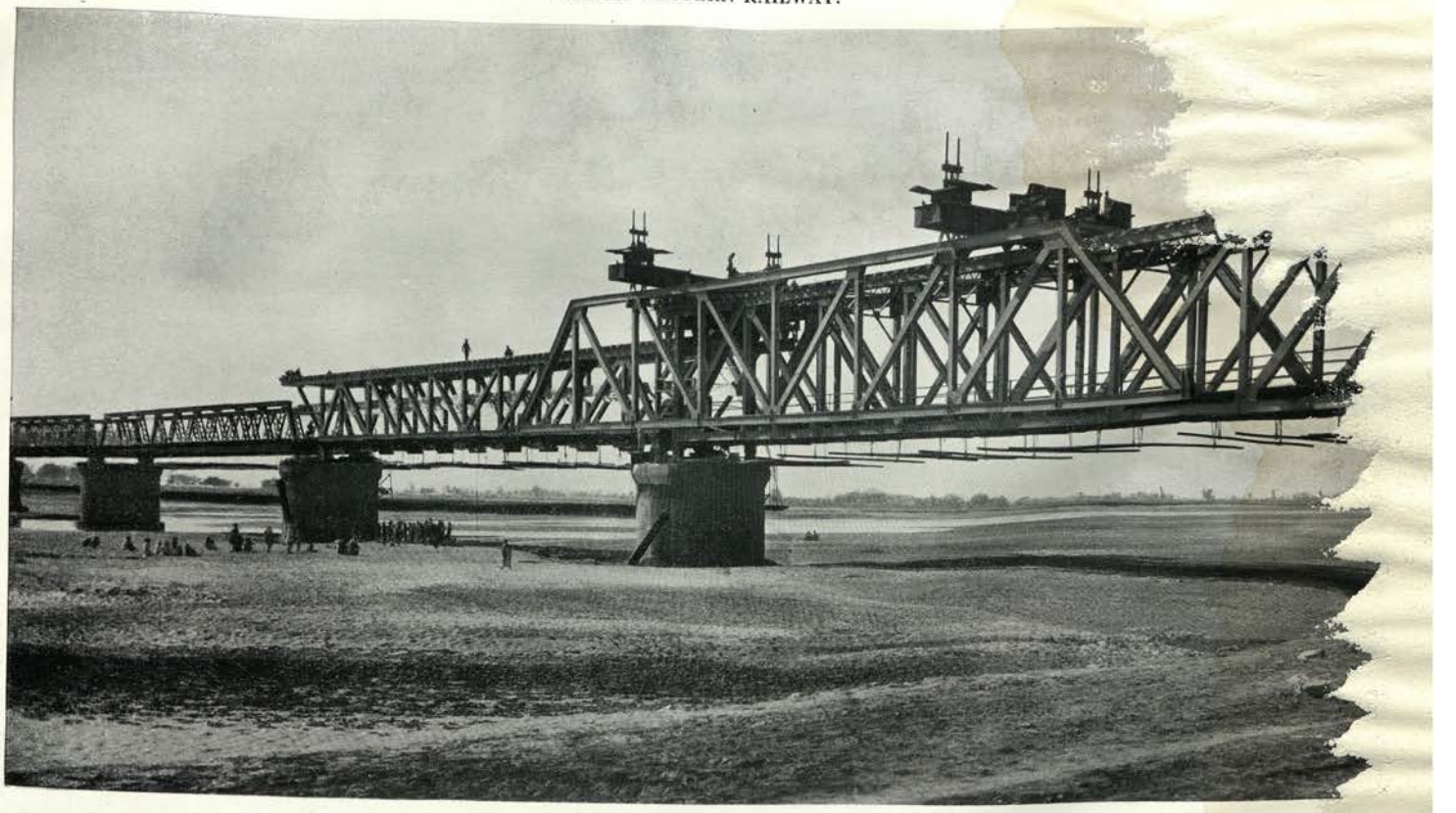


Newly constructed insulated van.

New Morris motor lorry for Express Parcel Service.



Forge shop in the Jamalpur workshops showing 3½-ton steam hammer at work.



Victoria Bridge between Malakwal and Haranpur.

[A pair of new girders being launched during the replacement of the 17-150 feet old pony truss spans with new trough type spans—Branch Line (broad gauge) standard.]

Lansdowne Bridge at Sukkur after removal of road way.

(The dead weight of the bridge has been reduced by 180 tons, thus permitting group II engines to work trains over the bridge at 10 miles per hour.)

Airport building at Begampet in Hyderabad-Deccan.

Main statistics compared for four years.

I.—*All Indian railways (Classes I, II and III).*

Items.		1936-37.*	1937-38.	1938-39.	1939-40.
Gross earnings	(crores) Rs.	104·37	107·57	107·15	111·50
Total Working expenses	(crores) Rs.	67·28	69·63	71·18	72·20
Operating ratio	Per cent.	64·46	64·73	66·44	64·75
Number of passenger originating	(millions)	489·61	521·28	530·62	529·67
Earnings from carriage of passengers	(crores) Rs.	29·37	31·08	30·73	30·47
Average earnings per passenger mile	Pies	3·17	3·17	3·15	3·16
Freight tons originating	(millions)	82·41	87·29	88·36	92·18
Earnings from carriage of goods	(crores) Rs.	67·33	68·66	68·57	72·56
Average earnings per freight ton mile	Pies	6·22	5·78	5·98	5·93
Total train miles	(millions)	181·73	192·20	197·04	198·84
Gross earnings per train mile	Rs.	5·72	5·57	5·40	5·64
Working expenses per train mile	Rs.	3·68	3·61†	3·58	3·65
Net earnings per train mile	Rs.	2·04	1·96†	1·82	1·99
Net earnings per mean mile worked	Rs.	8,911	9,043†	8,619	9,427

† Revised figures.

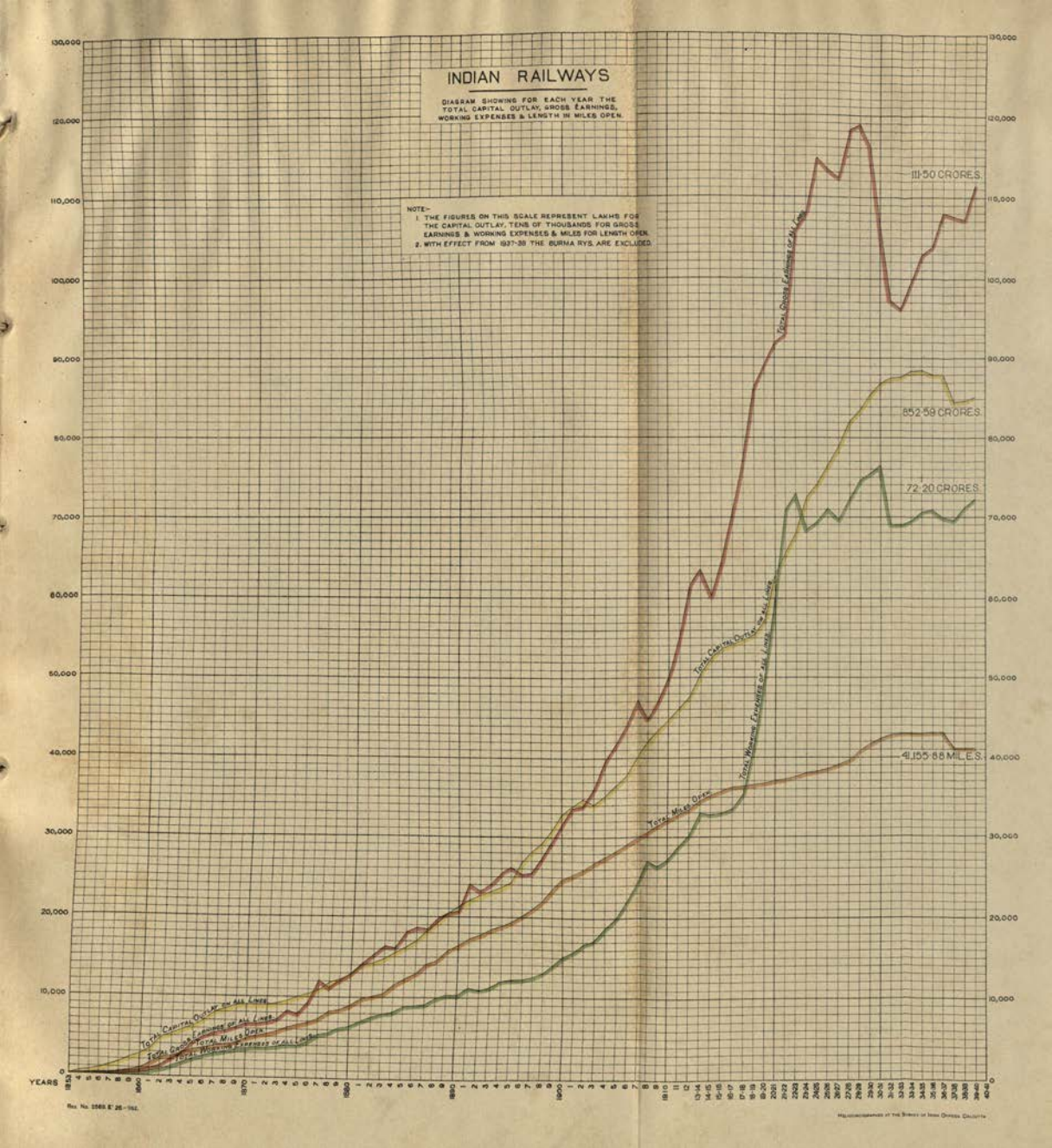
NOTE.—The figures of Gross Earnings, Working Expenses and Net Earnings for 1938-39 include the Jorhat Railway and replacement and renewal expenditure on the Bengal and North-Western and Rohilkund and Kumaon railways (Company's share) which items were omitted in previous years.

II.—*State-owned railway systems.*

(The figures include statistics of worked lines of State-owned railways but exclude State-owned portions worked by the Jodhpur and His Exalted Highness the Nizam's State Railways.)

Items.		1936-37.*	1937-38.	1938-39.	1939-40.
Gross earnings	(crores) Rs.	97·14	99·83	99·07	103·02
Total Working expenses	(crores) Rs.	63·02	65·30	66·38	67·22
Operating ratio	Per cent.	64·88	65·41	67·00	65·25
Number of passengers originating	(millions)	443·10	471·18	477·97	477·13
Earnings from carriage of passengers	(crores) Rs.	26·72	28·27	27·89	27·65
Average earnings per passenger mile	Pies	3·13	3·13	3·11	3·12
Freight tons originating	(millions)	75·64	80·12	80·56	84·15
Earnings from carriage of goods	(crores) Rs.	63·31	64·33	63·95	67·55
Average earnings per freight ton mile	Pies	6·09	5·66	5·80	5·79
Total train miles	(millions)	166·00	175·53	179·05	180·44
Gross earnings per train mile	Rs.	5·83	5·86	5·51	5·71
Working expenses per train mile	Rs.	3·78	3·70	3·69	3·73
Net earnings per train mile	Rs.	2·05	1·96	1·82	1·98
Net earnings per mean mile worked	Rs.	9,966	10,082	9,613	10,577

* Excluding for purposes of comparison the Burma Railways which passed from the control of the Indian Government on 1st April 1937.


INDIAN RAILWAYS
DIAGRAM SHOWING FOR EACH YEAR THE TOTAL CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES & LENGTH IN MILES OPEN.
NOTE:-
1. THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS & WORKING EXPENSES & MILES FOR LENGTH OPEN.
2. WITH EFFECT FROM 1937-38 THE BURMA RYS. ARE EXCLUDED.
111·50 CRORES.
852·59 CRORES.
72·20 CRORES.
41,155·88 MILES.
Total Gross Earnings of All Lines
Total Capital Outlay on all Lines
Total Working Expenses of All Lines
Total Miles Open
YEARS

INTRODUCTORY NOTE.

1. The Railway Board's annual report on Indian Railways is prepared for the financial year, *i.e.*, from 1st April of one year to the 31st March of the year following.

Volume I is a narrative report dealing with the various aspects of railway working such as general administration, financial results, improvements in, and additions to, rolling stock, commercial and operating methods, recruiting, training and welfare of staff and facilities provided for the convenience of the travelling public.

Volume II contains financial and statistical summaries and statements covering the main heads of capital and revenue accounts and the complete range of railway working.

2. For the information of those who are not conversant with the value of Indian currency and the units thereof, the following details are given :—

(*a*) One *lakh* equals one hundred thousand.

(*b*) One *crore* equals one hundred lakhs.

(*c*) One *anna* equals $\frac{1}{16}$th of a rupee.

(*d*) One *pie* equals $\frac{1}{12}$th of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

3. For statistical purposes, Indian railway systems are classified as follows :—

Class I—Railways with gross earnings of not less than Rs. 50 lakhs a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs.

Class III—Railways with gross earnings of not more than Rs. 10 lakhs a year.

(A detailed list of the railways in each class will be found in Appendix A of this volume).

4. Notes on—

(*a*) Relations of the Government of India to the Railways in India,

(*b*) Organisation for Government control, and

(*c*) Government of India, Railway Department's Resolution No. 2131-F., dated the 19th February 1925 on the subject of financing branch lines of Railways,

which used to appear as Appendices B, C and E to this volume have been deleted in this year's Report and

the staff statements showing the number of Gazetted Officers and Senior Subordinates and number of appointments made to the Superior and Subordinate services, which used to constitute Appendices F, G (i) and G (ii) to this volume have been incorporated as Appendices C (iv) and C (v) to Volume II of this Report.

The following is a brief synopsis of some of the major items of interest in this report, together with a reference, in each case, to the page in the report on which the details are given :—

	Page No.
I. Special features—	
Purchase of the Bengal Dooars Railway	6
Steps taken to improve earnings	10
Effect of the War on railway earnings and expenditure	15
Highest earnings from ' coal ', ' rice ' and ' iron and steel wrought ' on Class I Railways since 1929-30	22
II. Fostering trade and industries—	
Purchase of rails and fishplates from Tata's (87,380 tons ordered)	81
Purchase of timber for carriage and wagon building (Rs. 39 lakhs) and wooden sleepers (Rs. 120 lakhs)	81 & 82
Stores purchases through the Indian Stores Department, etc.	84
III. Engineering—	
Sindh Right Bank Feeders Railway	37
Realignment and transitioning of main line curves on the East Indian Railway	38
Remodelling of locomotive yard at Delhi	38
Doubling of main line between Sonepur and Chupra	39
IV. Collieries—	
Output of coal from railway collieries	76
Coal mined in India, despatched by rail, shipped from Calcutta, inspected and graded	79
V. Rolling Stock—	
Additions to stock and improved utilisation	80
Reduction of upper class stock	80
VI. Facilities for trade and travelling public—	
Transportation—	
Increased train miles and alterations in the timings, etc., of all kinds of passenger train services	41—47
Acceleration of goods train services	47
Prevention of ticketless travel	64
Special arrangements at *Melas*	66
Opening of Out-agencies	111
Commercial—	
Alterations in rates and fares	54
Simplification of tariffs	58
Improved traffic facilities	59
Road motor competition	60
Closer contact with business community	61
Publicity	71
Amenities for passengers	110
VII. Economy in working—	
Steps taken to reduce expenses	12—13
Standardisation of parts for bridges, permanent-way, roofs and sheds, locomotives, carriages and wagons, etc.	84—89
Research and development relating to paints, wagon defects, heated bearing problem, wagon door leakage and other allied subjects	89—92
VIII. Staff—	
New hospital at Lahore	39
Indian Railways provide employment on open lines to 708,541 persons	93
Class I Railways—Cost of staff = 35·92 crores	94
Extension of provident fund concessions to inferior staff	105
Welfare	106
Anti-malarial measures	129
IX. Accidents and damages by floods, etc.	124—128

For full contents list see following pages.

CONTENTS.

		Page No.
	Introductory Note	xi
	CHAPTER I.—GENERAL REVIEW.	
Paragraph No.		
1.	Monsoon conditions and agricultural results	1
2.	Receipts	1
3.	Mileage	2
4.	Railways and the Legislature	2
4.1.	Committee to enquire into the general administration of the East Indian Railway	2
4.2.	Loans from the Railway Depreciation Fund and arrear contributions to the general revenues	3
4.3.	Pacific locomotive committee	4
4.4.	Manufacture of locomotives in India	4
4.5.	Railway inspectorate	4
4.6.	Catering arrangements on railways	4
5.	Railway Budget	5
6.	Standing Finance Committee for Railways	6
7.	Purchase of the Bengal Dooars and Hardwar-Dehra Railways	6
8.	Raising of the new minor works limit	6
9.	Meetings with Agents and General Managers of Railways and Provincial Governments	6
10.	Central Advisory Council for Railways	6
11.	Local Railway Advisory Committees	7
12.	Railway Rates Advisory Committee	8
13.	Steps taken to improve earnings	10
14.	Steps taken to reduce expenses	12
14.1.	Transportation	12
14.2.	Engineering	12
14.3.	Mechanical and Electrical	13
14.4.	Job analysis	13
15.	Closing of unremunerative branch lines	15
16.	Effect of the war on earnings and expenditure	15
	CHAPTER II.—FINANCIAL RESULTS.	
	A.—Trade Review.	
17.1.	Exports	16
17.2.	Imports	17
	B.—Financial Results of State Railways.	
18.	Financial results of working	18
19.	Financial statistics of Indian State-owned railways	19
20.	Comparative figures of traffic receipts and working expenses	20
21.	Net revenue and interest charges	21
22.	Operating ratio of State-owned railways	21
23.	Traffic receipts	22

Paragraph No.		Page No.
23.1.	Passenger earnings	22
23.2.	Commodity earnings	22
23.3.	Receipts of individual railways	23
24.	Ordinary working expenses	24
24.1.	Ordinary working expenses by railways	24
25.	Losses and gains	25
26.	Capital at charge	25
27.	Works expenditure	26
28.	Stores balances	27
29.	Depreciation fund	27
30.	Analysis of financial results of working	27
	C.—General Results of Working of all Indian Railways.	
31.	Traffic and mileage	30
32.	Analysis of earnings	31
32.1.	Passenger earnings	31
32.2.	Goods earnings	33
	CHAPTER III.—NEW CONSTRUCTION AND ENGINEERING WORKS.	
33.	Capital expenditure	34
34.	Mileage of lines opened during 1939-40	35
35.	Mileage of lines sanctioned in 1939-40	35
36.	Lines under active construction on 31st March 1940	35
37.	Lines sanctioned in 1939-40	36
37.1.	Jamwanthali-Kalawad	36
38.	Surveys	36
39.	Lines under construction during 1939-40	37
39.1.	Phalodi-Pokaran	37
39.2.	Sagar-Talaguppe	37
39.3.	Mudkhed-Adilabad	37
39.4.	Sadulpur-Rewari	37
39.5.	Sikar-Bissau	37
39.6.	Hadmatiya-Jodiya	37
39.7.	Sind Right Bank Feeder	37
39.8.	Shoranur-Cochin Railway Harbour Extension	37
40.	Lines opened during 1939-40	37
40.1.	Kankavav-Derdi	37
40.2.	Jhunjhunu-Loharu	37
40.3.	Khadro-Nawabshah	37
41.	Important new works	38
42.	Open line improvements	38
42.1.	Re-alignment and transitioning of main line curves on the East Indian Railway	38
42.2.	Coimbatore Station	38
42.3.	Remodelling locomotive yard at Delhi	38
42.4.	Purchase of land for goods shed, Delhi	38
42.5.	Permanent-way renewals	38
42.6.	Water supply to Basin Bridge and Madras Central stations	38
42.7.	Raising, doubling and bridging the main line between Sonepur and Chupra	39

Paragraph No.		Page No.
42.8.	New hospital at Lahore	39
43.	Important works sanctioned	39
43.1.	Additional line facilities on the Moradabad Division	39
43.2.	Regirdering the Dufferin Bridge at Benares	39
43.3.	Regirdering the Narbada Bridge at Mortakka	39
44.	Bridge strengthening programme	40
44.1.	Mansi-Bhaptiahi Section	40
44.2.	Regirdering canal bridge at mile 2/15-16, Eastern Bengal Railway	40
44.3.	Ale Bridge	40
44.4.	Tarrang Bridge	40
44.5.	Hardinge Bridge	40

CHAPTER IV.—TRANSPORTATION.

A.—Operating.

45.	Volume of traffic handled	41
46.	Train miles	41
47.	Shunting and "other engine" miles	42
48.	Engine performance	42
49.	Passenger trains	43
49.1.	Mail and Express trains	43
49.2.	Suburban trains	43
49.3.	Other passenger trains	43
49.4.	Speeds	45
49.5.	Punctuality	46
49.6.	Employment of small power units	46
50.	Goods trains	47
50.1.	Reduction in transit time of goods	47
50.2.	Loads	50
51.	Marshalling and other yards and stations and their working	51
52.	Wagon usage	51
53.	Steps taken to improve the turn round of wagons	52
53.1.	Stock out of commission	52
	(i) Goods wagons	52
	(ii) Passenger vehicles	53
54.	Improved utilisation of rolling stock	53
55.	General operating results	53
56.	Wagon position	54
56.1.	Broad gauge wagon pool	54
56.2.	Metre gauge wagon pool	54
57.	Neutral examination of interchanged stock	54

B.—Commercial.

58.	Alterations in rates and fares	54
58.1.	Passenger fares	55
58.2.	Parcels traffic	56
58.3.	Goods traffic	57
59.	Adjustments in rates and fares to counteract the adverse effects of the increased charges	58

Paragraph No.		Page No.
60.	Simplification of tariffs and measures adopted to expedite quotation of rates	58
61.	Facilities for dealing with traffic	59
62.	Road motor competition	60
63.	Through road and rail services	61
64.	Contact with business community	61
65.	Refund on unused tickets	62
66.	Claims for compensation and refunds	62
67.	System of ticket checking and prevention of ticketless travel	64
68.	Mela traffic	66
69.	Measures taken to ensure civility and honesty on the part of railway staff	70
	CHAPTER V.—PUBLICITY.	
70.	Central Publicity Bureau	71
70.1.	Advertisement through posters, handbills and pamphlets	71
70.2.	Photographs	72
71.	Publicity by Railways	72
71.1.	Melas	72
71.2.	Handbills, folders, pamphlets and posters	73
71.3.	Reciprocal publicity	73
71.4.	Loudspeakers	73
71.5.	Cinema car	73
71.6.	News paper advertising	73
71.7.	Trade advertisements	74
71.8.	Excursion trains	74
71.9.	Circular tours, zone tickets, etc.	74
71.10.	Bazar specials	75
71.11.	Miscellaneous activities	75
	CHAPTER VI.—RAILWAY COLLIERIES.	
72.	Tonnage despatched	76
73.	State railway collieries	76
74.	Company-managed Railway collieries	78
74.1.	Jarangdih Colliery	78
74.2.	Talcher Colliery	78
74.3.	Kurasia Colliery	79
74.4.	Staff welfare	79
75.	Coal mined in India	79
76.	Coal despatched by rail	79
77.	Coal shipped from Calcutta	79
78.	Tonnage of coal inspected	79
79.	Indian Coal Grading Board	79
	CHAPTER VII.—ROLLING STOCK AND MATERIALS.	
80.	Additions to equipment	80
80.1.	Engines	80
80.2.	Coaching vehicles	80

Paragraph No.		Page No.
80.3.	Wagons	80
81.	Reduction of upper class stock	80
82.	Supply of rails and fish-plates	81
83.	Purchase of timber for carriage and wagon building	81
84.	Wooden sleeper purchase organisation	81
85.	Value of railway materials purchased	82
86.	Value of stores purchased through the Indian Stores Department	83
87.	Purchases of stores through the Indian Stores Department	84
88.	Air-conditioned coaches	84
89.	Cost of maintenance and supply of locomotive power, etc.	84
90.	Central Standards Office for railways	84
90.1.	Civil Engineering Branch	84
91.	Mechanical Engineering Branch	85
91.1.	Mechanical Drawing Office	85
92.	Specification Branch	86
93.	Standardisation Committees	86
93.1.	Locomotive Standards Committee	86
93.2.	Carriage and Wagon Standards Committee	87
93.3.	Bridge Standards Committee	87
93.4.	Track Standards Committee	87
93.5.	Signalling and Interlocking Standards Committee	88
93.6.	Standing Committee on Standards and Specifications	88
93.7.	Electrical Standards Committee	89
94.	Research and Development	89
94.1.	Mechanical Branch	89
94.2.	Civil Engineering Branch	90

CHAPTER VIII.—STAFF.

95.	Number of staff	93
96.	Cost of staff	93
96.1.	Indianisation—State-managed railways	96
	(*a*) Superior services	96
	(*b*) Lower gazetted service	97
96.2.	Company-managed railways	98
97.	Review of the progress made since 1925	99
98.	Representation of minority communities in subordinate railway services	103
99.	Training of staff	104
	(*a*) School of transportation—Chandausi	104
	(*b*) Walton training school—Lahore cantonment	104
	(*c*) Technical school—Jamalpur	105
99.1.	Stimulation of interest of staff	105
100.	Improvements in the service conditions of the staff	105
101.	The Payment of Wages Act	106
102.	Welfare	106
	(i) Assistance to railway employees for the education of their children	106
	(ii) Staff Benefit Fund	106
	(iii) Railway Sports	106

Paragraph No.		Page No.
103.	Meetings with All-India Railwaymen's Federation	107
104.	Recognition of Unions by railway administrations	108
105.	Dearness allowance	108
106.	Railway staff and the war	108

CHAPTER IX.—AMENITIES FOR PASSENGERS.

108.	New types of third class carriages	110
109.	Measures taken to ensure security of women passengers in trains	110
110.	Provision of third class accommodation on fast through trains	110
111.	Booking Offices and Out-agencies	111
112.	Waiting rooms and waiting halls	113
113.	Covered and raised platforms	115
113.1.	Covered platforms	115
113.2.	Platforms above rail level	116
114.	Refreshment rooms for Hindus and Mahomedans	116
115.	Vendors' stalls in waiting halls and on platforms	116
116.	Water supply for passengers	118
117.	Restaurant or buffet car services	118
118.	Improvements to existing lower class carriages	121
119.	Arrangements to ensure cleanliness of latrines in passenger trains	121
120.	Overcrowding in third class carriages	122
121.	Suggestion or Complaint books and boxes	122
122.	Foot over-bridges	123

CHAPTER X.—MISCELLANEOUS.

123.	Accidents	124
124.	Review of Accident Statistics	124
125.	Damage by floods, fires and other causes	128
126.	Anti-malarial measures	129

APPENDICES.

A.—List of Railways in India	131
B.—Separation of railway finance from general finance	136
C.—Officers of the Railway Department (Railway Board) and attached offices	138

DIAGRAMS.

	After page.
1. Total capital outlay, gross earnings, working expenses and length in miles	vii
2. Receipts and expenditure of State-owned railways including worked lines, 1939-40	18
3. Passengers carried and passenger miles	31
4. Locomotives, boilers, carriages and wagons provided for in programme of Class I Railways	80
5. Cost of maintenance and supply of locomotive power per 1,000 gross ton miles and cost of maintenance and operation of carriages and wagon stock per 1,000 gross ton miles	84

MAP.

India showing railways open and under construction on 31st March 1940	In the pocket of the back cover.

CHAPTER I.

GENERAL REVIEW.

1. Monsoon conditions and agricultural results.—Agriculture being the principal industry of the country, the fortunes of the railways are largely dependent on its prosperity which is mainly determined by the conditions of rainfall. A prefatory note is therefore necessary on the incidence and effectiveness of the monsoon rainfall.

The monsoon of 1939 set in at the beginning of June, but the distribution of rainfall was affected by a break in the main current for about three weeks from the 20th July and the generally feeble monsoon current from the Arabian Sea. The monsoon rainfall was, in consequence, markedly deficient in north-west India and moderately so in the eastern half of the peninsula, while maintaining generally its normal course over the rest of the country. Averaged over the plains of India, the total rainfall during the period was in defect of the normal by 7 per cent., while during the retreating period it was in excess of the normal by 9 per cent. Taking the year as a whole the rainfall was within 20 per cent. of the normal, except in the Punjab, Sind, Rajputana, Gujarat and north Hyderabad where it was defective to an appreciably greater degree.

From the agricultural aspect, the season must be generally considered favourable. The variations in the main crops are as indicated below :—

Increases—

Rice 6 per cent. better than the previous season though slightly below the average of the preceding five years.

Sugarcane 34 per cent. more than the preceding season's crop and 3 per cent. better than the average of the preceding five years.

Jute 41 per cent. increase over the previous season in spite of slightly reduced acreage.

Sesamum 5 per cent. better than the preceding year.

Decreases—

Cotton 3 per cent.
Groundnut 7 per cent. } less than in 1938-39.
Castor seed 15 per cent.

Wheat (1938-39 crop) 8 per cent. less than in 1937-38.

Linseed (1938-39 outturn) 4 per cent. less than in the previous season.

Rape and mustard (1938-39 outturn) 10 per cent. less than in the previous season.

Famine conditions prevailed in the Karimnagar, Raichur, Gulbarga and Warrangal districts of His Exalted Highness the Nizam's Dominions, Chingleput District of the Madras Presidency, Kathiawar and Rajputana areas and certain districts of the Punjab and Delhi area.

2. Receipts.—The gross traffic receipts of State-owned railways for the year 1939-40 amounted to Rs. 97·65 crores as compared with Rs. 94·48 crores in 1938-39, an increase of Rs. 317 lakhs. After meeting all charges including depreciation and interest on capital at charge, the year's working indicated a gain of Rs. 433 lakhs. This surplus was placed to the credit of the general revenues of the Central Government in part payment of the contribution of Rs. 463 lakhs due from railways for 1939-40.

On a comparison of the results of all Indian Railways with 1938-39, the number of passengers carried, passenger miles and earnings from

passengers showed a slight falling off. On the other hand goods traffic results showed an improvement over the previous year. The figures are as follows :—

Items.	1938-39	1939-40	Percentage difference.
Number of passengers carried (in millions)	530·6	529·7	—0·17
Passengers miles (millions)	18,743	18,522	—1·18
Earnings from passengers (Crores)	Rs. 30·73	30·47	—0·85
Average rate charged per passenger per mile	Pies 3·15	3·16	+0·32
Average miles a passenger was carried	Miles 35·3	35·0	—0·85
Freight tons carried (millions)	88·4	92·2	+4·30
Net ton miles (millions)	22,159	23,493	+6·02
Earnings from goods carried (Crores)	Rs. 68·57	72·56	+5·82
Average rate charged per ton per mile	Pies 5·98	5·93	—0·84
Average miles a ton of goods was carried	Miles 250·8	254·9	+1·63

3. Mileage.—71 miles of new railway lines were opened during the year, of which 21 miles were constructed in the province of Sind by the Government of India and the balance within Indian States built at the cost of the Durbars concerned. As against this the mileage of the existing lines was reduced by approximately forty-nine miles as follows :—

(i) dismantling of lines between Nirmali and Supaul and lifting of ghat lines, realignment, etc., on the Bengal and North-Western Railway (32 miles);

(ii) closing of Trivellore Light Railway (2 miles);

(iii) closing of Agra-Hat-Shamsabad section on the Great Indian Peninsula Railway (12 miles);

(iv) minor reductions due to remodelling and re-alignment on other railways (3 miles).

The net addition to the open mileage during the year was thus only 22 miles.

4. Railways and the Legislature.—Judging from the number of questions asked in the Council of State and the Legislative Assembly, it will appear that the members of the Indian Legislature continued, as in the past, to take a keen interest in the working of the Railway Department. Out of a total number of 1,226 questions asked in both the Houses during the year 1939-40, 488 or 39 per cent. were answered by the Railway Department as compared with 1,127 or 26 per cent. during the previous year.

In addition to this large number of questions the following resolutions were also discussed either in the Legislative Assembly or in the Council of State :—

4.1. Committee to enquire into the general administration of the East Indian Railway.—On the 18th September 1939 Shaikh Rafiuddin Ahmad Siddiquee moved in the Legislative Assembly a resolution recommending the appointment of a committee of railway experts and representatives of the public, to enquire into the affairs and general administration of the East Indian Railway and suggest ways and means for bringing up its efficiency of working to the level obtaining at the time of its transfer to State management.

In moving the resolution it was stated that even as late as 1924, immediately before the East Indian Railway was taken over by the State, the company was solvent and paying dividend to its shareholders. There were no complaints regarding accidents, inefficiency of supervising staff and discontent on the grounds of communal prejudices. The general administration was

less expensive and the purchase of locomotives was conducted economically under expert advice. There was prompt settlement of claims for damages to goods and comparatively greater security of service for employees in the lower grades. These conditions, it was alleged, disappeared after the railway came under State management.

In opposing the resolution, the Honourable Sir Andrew Clow pointed out that the change from Company to State management was at that time welcomed by the House. Subsequent to the transfer, there was an amalgamation of the East Indian and Oudh and Rohilkhand railways and a good deal of further re-shuffling of branch lines, which had far reaching effects on traffic. For example it was possible to run important through trains from Howrah to Saharanpur on one administration whereas formerly two railways competed across the greater part of the United Provinces. From the staff point of view, there could not be any grounds for complaint as the staff are recruited in accordance with the policy of Indianisation in the higher ranks and communal representation in recruitment. The staff are also paid better and improvements have been made in the hours of working of the staff. The immense expansion of the road services in recent years, over which the railways had no control, has to some extent adversely affected the financial position of not only all the railways in India but also leading railways in the world. In spite of these changes the overhead costs of the East Indian Railway in 1937-38 had decreased as compared with 1925-26. The number of claims for goods lost or damaged in 1938-39 was only a tenth of what it was in 1924-25. The improvement in operating efficiency was indicated by the quotation of relevant statistical data. In the circumstances a committee of the kind proposed could not throw any real light on or give any assistance in dealing with the problem.

The motion was negatived.

4.2. Loans from railway depreciation fund and arrear contributions to the general revenues.—The following resolution was moved by the Honourable the Finance Member on the 4th September 1939 in the Legislative Assembly :—

> " That this Assembly recommends to the Governor General in Council that railway revenues be declared not liable, before the 1st April 1942, or before the fixation under section 187 (1) of the Government of India Act, 1935, of the sum therein referred to, whichever is earlier, to repay to the Depreciation Reserve Fund maintained for Indian State-owned railways, the balance outstanding on the 1st April 1937, of loans taken from the fund to meet railway deficits or to pay to general revenues any contributions or deficiency in contributions due under the Resolution of this Assembly of the 20th September 1924, in respect of the period beginning on the 1st April 1931 and ending on the 31st March 1939."

In moving the resolution the Finance Member pointed out that an almost identical resolution was adopted on the 7th October 1937, but it had effect only upto 31st March 1940. The house had, therefore, to consider what arrangements should be made in regard to the payment of arrears to the depreciation fund and to general revenues. It was further pointed out that, if decision was not taken on the lines of the proposed resolution the result would be that any surplus earned by railways would have to go straight into the depreciation fund and no amount could accrue to the general revenues until the whole amount of the loan taken from the fund had been paid back to the depreciation fund. As a consequence the House would, in view of the Niemeyer award, be faced with the problem of raising an amount equal to the railway surplus by new taxation from the tax-payer, a position which was not likely to be acceptable to the House.

During the debate on the resolution most of the discussion centred on the railway financial policy. In his reply to the debate, the Finance Member

made it clear that that was not an appropriate occasion for a review of railway finances. The resolution was then put to the vote of the Assembly and adopted.

4.3. Pacific Locomotive Committee.—The Pacific Locomotive Committee's Report on the working of the Pacific types of locomotives on Indian Railways was debated by the Legislative Assembly and the Council of State on the 11th and 18th September 1939, respectively. A pamphlet detailing the recommendations of the committee and a brief indication of the action taken or contemplated thereon by the Railway Board was also circulated to the members of both the Houses.

4.4. Manufacture of Locomotives in India.—The following resolution was moved by the Honourable Mr. V. V. Kalikar in the Council of State on the 20th September 1939:—

> "This Council recommends to the Governor General in Council to take early steps for manufacturing railway locomotives in India."

After the supporting speeches, Government moved an amendment thereto and the following amended resolution was adopted by the House:—

> "This Council recommends to the Governor General in Council that the Railway Board should take early steps to carry out a thorough investigation into the possibilities of building locomotives in India and to submit a report."

4.5. Railway Inspectorate.—On the 11th March 1940 a resolution was moved in the Council of State by the Honourable Mr. P. N. Sapru that Senior Government Inspectors of Railways be placed under the administrative control of some authority of the Government of India other than the Railway Board and was adopted by the House. The question of establishing an inspecting cadre administratively responsible to Government through a Department other than the Railway Department and composed of officers entirely independent of the Railway Board and of any railway administration was under active consideration at the close of the year.

4.6. Catering arrangements on railways.—The question of catering arrangements for railway passengers which has received so much public attention within recent years was the subject of a resolution moved by Dr. Sir Ziauddin Ahmad in the Legislative Assembly on the 8th February 1940. The resolution read as follows:—

> "That this Assembly recommends to the Governor General in Council to fix without delay definite principles for the sale of food on railway stations and in running trains and end the discussions on the subject in Railway Advisory Committees and terminate the continuous experiments by railway officials."

The mover referred to the past discussions on the subject in the Assembly and finally enunciated certain principles which he suggested should be followed in making arrangements for the sale of food on railways. These briefly summarised were:—

(i) that railways should not make a profit and that only a nominal rent or nominal fees for licences should be recovered from contractors;

(ii) that the price of the foodstuffs sold should be fair; and

(iii) that there should be no monopoly of contracts and that contracts should be given to local persons as far as possible.

The Honourable Member for Railways expressed his hesitation in laying down principles that would be acceptable for all time on a matter of the kind under discussion, but explained the views of Government on each of the points referred to above. He stated that, although there had been attempts in the past to treat the question of catering contracts on commercial lines, Government had in pursuance of the advice of the Central Advisory

Council abandoned that policy. This however, did not mean that railways should not charge a reasonable rent or impose a licence fee, provided they were not making this a source of substantial profit.

As regards prices, while he agreed that these should be reasonable, he dissented from the views of certain speakers who stated that the prices in railway stations should be exactly as they were in the outside bazaars. It was explained that it was not reasonable to expect that a vendor serving within a station where he had only a limited clientele and sales should charge the same price as for foodstuffs sold in a large shop in a bazaar with a constant flow of customers and with a large offtake.

Dealing with the question of monopoly, the Honourable Member for Railways undertook to convene another meeting of the Central Advisory Council for Railways and refer this question to them for advice as to the principles that should govern the allocation of areas to a single contractor. In view of this undertaking, the resolution was finally withdrawn.

(ii) A similar resolution was moved by the Honourable Mr. P. N. Sapru on the 14th March 1940 in the Council of State. This resolution read as follows :—

> " That this Council recommends to the Governor General in Council to instruct the authorities of all railways to adhere to the following principles in giving contracts of foods, eatables and drinks :—
>
> (*a*) the contract should be given, where possible, preferably to local contractors and in no case should any monopoly of contract be permitted;
>
> (*b*) the railway administrations should not attempt to derive monetary profit from contractors;
>
> (*c*) the articles should be sold at market rates;
>
> (*d*) no contractor should be allowed to sublet in any case."

In view of the undertaking that the matter would be considered in the light of the conclusions reached by the Central Advisory Council at its next meeting, the resolution was withdrawn by the mover.

5. Railway Budget.—The railway budget for 1940-41 was discussed in detail with the Standing Finance Committee for Railways in their meetings held on the 30th and 31st January and 12th February 1940. It was presented to both Houses of the legislature on the 16th February 1940. The general discussion on the budget took place in the Legislative Assembly on the 22nd February, and in the Council of State on the 23rd February. The voting on the demands for grants in the Assembly occupied two days, *viz.*, 24th and 26th February.

During the general discussion, the mention of the prospect of manufacturing locomotives in India and the decision of Government to purchase the Hardwar-Dehra and the Bengal-Dooars Railways were received with a general note of welcome. The criticism on the budget was mostly directed towards the proposed increase in rates and fares. A large variety of other subjects also came under review, the more important being the financial policy and financial administration of railways, the moratorium on the payment of arrear contributions to general revenues, the depreciation and railway reserve funds, the policy connected with labour matters, the extension of provident fund concessions to low paid staff, the effect of the war on the cost of living of railway employees, the recruitment of Muslims on railways, the catering arrangements, the employment of members of the Anglo-Indian community in the railway service, the minimum wage fixed for Anglo-Indian employees, the Sind-Bombay railway project, the stores purchase policy and the provision of amenities for third class passengers.

Of the six motions for reductions made during the debates on the demands for grants, one token cut was carried, one withdrawn, three negatived, and

the discussion on the one pertaining to conditions of service on railways could not be concluded as the maximum limit of time for discussion had been reached on the last day allotted for the budget. The motion carried related to the vagaries of the Grand Trunk Express running between Madras and Delhi. The motion withdrawn was in respect of the control of capital expenditure. The motions negatived were in regard to increase of freights and fares, grievances of railway employees and Muslim grievances.

6. Standing Finance Committee for Railways.—During the year 1939-40, the committee held meetings on twelve occasions. They scrutinised as usual the proposals for expenditure to be incurred in the year 1940-41 both on capital and revenue account prior to their being placed before the Legislative Assembly. Among other things they approved of the appointment of a committee consisting of one mechanical engineering officer and one finance officer to examine in detail schemes for starting the construction of locomotives in the existing railway workshops in India and the proposal to purchase the Bengal-Dooars Railway.

7. Purchase of the Bengal Dooars and Hardwar-Dehra Railways.—The Bengal-Dooars Railway, a metre gauge line 160·66 miles in length was owned by the Bengal-Dooars Railway Company, who worked it under contracts with the Secretary of State. The Secretary of State had the option to purchase the line on the 31st December 1940 by giving the company 12 months previous notice. As the purchase was financially justified, the Government of India recommended to the Secretary of State that the option should be exercised. The Secretary of State accepted the recommendation and gave the required notice to the company in England.

The purchase of the Hardwar-Dehra Railway, mention of which was made in the last year's report, was effected on the 31st December 1939 at a cost of Rs. 43,35,000.

8. Raising of the new minor works limit.—On railways the expenditure on new works other than those of a minor nature is charged to capital. In order to avoid over capitalisation as far as possible it was approved in principle as far back as 1936 that the then existing limit for new minor works, *viz.*, Rs. 2,000 should be increased. This has now been raised to Rs. 10,000. For the present the increased limit has been made applicable to State-managed railways only from 1st April 1940 and it is estimated that this will reduce the debit to capital account of these railways by about Rs. 30 lakhs a year. The question of extending these orders in some form or other to the company-managed railways is under consideration but the problem in their case is complicated by the fact that the allocation of expenditure as between capital and revenue is determined by the provisions of their contracts.

9. Meetings with Agents and General Managers of Railways and Provincial Governments.—During the year under review the Railway Board held two meetings with the General Managers of the principal railways. The first meeting was held at New Delhi on the 27th October 1939 and the second on the 16th March 1940.

Several visits were paid by the members of the Railway Board to the headquarters of the various railway administrations and provincial governments. Copies of the tour programmes were sent in advance to the Press, Provincial Governments and important mercantile associations in order that an opportunity might be afforded them to express their views on matters of common interest and discuss problems affecting the railways and transportation generally.

10. Central Advisory Council for Railways.—Five meetings of the Central Advisory Council for Railways were held during 1939-40. The first meeting was held at New Delhi on 14th April 1939, the second at Simla on the 16th September, and the third, fourth and fifth at New Delhi

on the 13th, 15th and 18th March 1940. The following subjects were discussed at these meetings with the results shown against each:—

Subject.	*Result of discussion.*
Nomination of members of the Central Advisory Council for Railways to the Local Railway Advisory Committees.	Eighteen members of the Council were nominated to serve on the various Local Railway Advisory Committees.
Catering contracts on railways . .	The Council gave their views on the charges levied by railways on refreshment room contractors, and station vendors; revision of rates and method of revision; grant of contracts to professional caterers, and limit of periods of contracts; giving contracts to local professional men as an alternative to giving contracts by areas or sections; arrangements for inspection of food stuffs; policy in regard to contracts for aerated waters and ice; charging an economic rent for first and second class refreshment rooms, and Indian refreshment rooms; and extension of the system of departmental catering.
Importing a limited number of supervisory staff for the mechanical workshops of State-managed railways.	The Council emphasized that the objective should be to train Indians so that there would be no necessity for importing supervisory staff from abroad.
Local taxation of State-owned railways.	The Council agreed that if party leaders favoured reintroduction in the Assembly of legislation in regard to local taxation of State-owned railways the Government should go ahead with the bill.
Ticketless travel bill	The Council agreed that something should be done in the way of legislation, and that the bill should be re-examined in the light of the suggestions and criticisms that had been made.
Areas of catering contracts on railways	The Council considered that the matter of granting contracts and licenses whether for individual stations, groups of stations or areas, should rest with railway administrations acting in consultation with their Local Advisory Committees. They also considered that the selection of individual contractors should not be placed before the Local Advisory Committees but that the following general principles should ordinarily be followed:— (*a*) contractors and vending licensees who have rendered and are rendering satisfactory service should not be replaced; (*b*) further contracts for Indian catering should not be given to any firm which holds area contracts extending over two divisions on the same railway, or an equivalent area; and (*c*) where new contractors or vending licensees have to be selected a preference should be shown to those resident within the area to which the contract relates, and the choice should be limited to professional caterers.

11. Local Railway Advisory Committees.—There were ninety-two meetings held during the year. This number includes three meetings of the newly constituted Local Advisory Committee of the Darjeeling Himalayan Railway which held its first meeting on the 10th May 1939. An interesting feature of the South Indian Railway Committee is that, for the first time

in its history, a lady member was nominated to fill a seat. It is believed that this is the only instance where a lady member has sat on a local railway advisory committee since these committees were constituted in 1923.

Of the various subjects discussed at the meetings, mention may be made of the following which are of general interest:—

(*a*) facilities for passengers at stations—

(i) provision of waiting rooms;

(ii) provision of benches on platforms;

(iii) improvements in the lighting of stations;

(iv) improvements in the existing arrangements for the supply of drinking water to passengers;

(v) raising of platforms;

(*b*) improvements in passenger stock—

(i) provision of latches and bolts in intermediate and third class compartments for females;

(ii) improvements in third class compartments for females;

(iii) improvements in the lighting arrangements of carriages;

(*c*) reduction in fares—

(i) issue of return tickets;

(ii) issue of holiday concession tickets;

(*d*) general—

(i) timings of trains, stoppage of trains at stations and provision of additional halts;

(ii) improvement of the quality of food supplied;

(iii) cleaning of carriages;

(iv) prevention of begging by professional beggars on trains and railway platforms.

12. Railway Rates Advisory Committee.—Sir Zahid Suhrawardy continued as President and Rai Bahadur P. C. Bose as Railway Member and Secretary of the Committee.

During the year orders were passed by the Government on the following two cases which had been reported on by the Committee in the previous year:—

(i) A complaint from Messrs. D. Abraham & Sons, Shipping and Clearing Agents, Bombay, against the Bombay, Baroda and Central India, East Indian, Great Indian Peninsula and North Western railways alleging that the enhanced freight rate of Rs. 1-7-1 per maund for hides and skins in wagon loads from Delhi to Bombay, Karachi and Calcutta brought into force from 1st January 1938 is unreasonable.

(ii) A complaint from the Federation of Baroda State Mills and Industries alleging that the special reduced rates granted by the Bombay, Baroda and Central India Railway from Bombay to Ahmedabad in respect of (*a*) paper N. O. C. in bales or bundles, (*b*) iron and steel, Division B, (*c*) machinery, (*d*) starch, (*e*) cotton raw, full-pressed, (*f*) cotton raw, half-pressed and (*g*) millboard are unduly preferential in relation to those for the same commodities from Bombay to Baroda and/or Petlad.

In case (i) the applicant stated that the complaint really related only to dry skins for export. The committee came to the conclusion that the rate of Rs. 1-7-1 per maund for dry skins for export was unreasonable and recommended a rate of Rs. 1-1-4 per maund at owner's risk from Delhi to Bombay, Karachi and Calcutta with a minimum weight condition of 400 maunds attached thereto. In case (ii) the committee found that the rates complained of were not unduly preferential and recommended the rejection of the complaint. The recommendations in both the cases were accepted by the Government.

At the beginning of the year, the following cases were pending with the Committee:—

(*a*) A complaint from the Calcutta Flour Mills Association alleging that the rates charged by the Eastern Bengal Railway for wheat flour from Calcutta stations to stations on that railway and on other railways reached *viâ* that railway, with the conditions of carriage attached thereto are unreasonable *per se* and that the rates charged to their competitors with the conditions of carriage attached thereto are unduly preferential to the said competitors;

(*b*) A complaint from the Bengal Oil Mills Association, Calcutta, alleging that the special rates charged by the East Indian Railway for mustard oil (in bulk) from Cawnpore, Agra, Hathras, etc., to Howrah, constitute undue preference of the United Provinces oil mills, that the existing rates for mustard seed from Cawnpore and other centres in the United Provinces to Calcutta are unreasonable and that the disturbance of the relativity between the rates for mustard seed and mustard oil has made the former particularly unreasonable;

(*c*) A complaint from the Bhima Ice Factory and Flour Mills, Cuttack, alleging that the existing rates charged by the Bengal Nagpur Railway for wheat in full wagon loads from stations in the Central Provinces to Cuttack are not only unreasonable but also subject the applicant to undue prejudice and disadvantage *vis-à-vis* Raipur.

During the year the following cases were referred to the committee for investigation:—

(*d*) A complaint from the Carlsbad Mineral Water Manufacturing Co., Ltd., Calcutta, alleging that the Bengal Nagpur Railway by carrying free of charge over its system, (1) aerated waters manufactured by its own factory and consigned by itself or by or to its agents or contractors and intended for sale to passengers, travelling or intending to travel over its system, in its refreshment rooms, hotels and at its stations, to its servants, clubs, stores and institutes and to the general public and (2) the returned empty bottles, has unduly preferred itself and subjected the applicant to undue prejudice;

(*e*) A complaint from the Kalyanpur Lime and Cement Works, Ltd., alleging that the special rate of annas 11 per ton charged by the Dehri Rohtas Light Railway for limestone from Banjari to Dehri-on-Sone to the Stone Suppliers Ltd., for traffic to the Rohtas Industries, Ltd., is unduly preferential and subjects the applicant to undue prejudice, that the "A" schedule rates of Rs. 1-11-0 per ton for limestone and lime from Banjari to Dehri-on-Sone and *viâ* is unreasonable, and that the sliding scale of rates for the said commodities between the same places for lime companies other than the Stone Suppliers, Ltd., are illegal and/or unreasonable;

(*f*) A complaint from the Upper Doab Sugar Mills, Ltd., Shamli, alleging that the enhanced siding charge of annas six and pies eight per wagon levied by the Shahdara Saharanpur Railway on sugarcane traffic is unreasonable.

(*g*) A complaint from Messrs. Senairam Doongarmall against the Assam Bengal Railway complaining that the terminal charge levied on their outward goods traffic booked from their siding at Tinsukia and the haulage charge levied under certain circumstances are unreasonable.

In regard to (*a*), the committee found that the C/C schedule of rates for flour in force on the Eastern Bengal Railway was unreasonable for

distances 337 miles and over, as also the weight condition of C/300 attached to that schedule for flour booked from Calcutta, and recommended replacement of the C/C schedule by the following schedule with a weight condition of C/200 attached thereto :—

Distances of 1 to 275 miles . .	·30 pie per maund per mile.
Plus for distances over 275 miles .	·11 pie per maund per mile.

They also recommended modifications in the rates and weight conditions for traffic booked to certain stations.

The recommendations were accepted by the Government.

The committee's reports on cases (*b*), (*c*) and (*d*) were under the consideration of the Government and the remaining three cases were still under enquiry by the Committee at the close of the year.

13. Steps taken to improve earnings.—An endeavour is made in the following paragraphs to indicate broadly the steps taken by railways during the year, to improve their earnings :—

(A) Railways continued to make alterations in rates and fares with a view to increasing their revenues. Details of these changes are given in paragraph 58 under Chapter IV. Special mention may, however, be made of the following :—

(i) Third class " Zone Season Tickets " were issued over the Bombay, Baroda and Central India Railway during the periods 1st to 20th July 1939 and 11th to 31st January 1940. The earnings derived from these tickets during the two periods were :—

	Rs.
July 1939	5,06,236
January 1940	5,65,077

(ii) Circular tour tickets at reduced fares, covering total distances varying from 3,684 miles to 4,939 miles, over practically the whole of India, by different routes, were introduced by the Bengal Nagpur Railway with effect from April 1939.

(iii) Cheap return journey tickets available for one to two days, at $1\frac{1}{5}$th single journey fares, were introduced over certain competitive sections of the North Western Railway.

(iv) Cheap return journey tickets of different classes at $1\frac{2}{3}$ and $1\frac{1}{2}$ single journey fares according as the distances are less or more than 500 miles, were introduced over the Great Indian Peninsula Railway between certain selected stations.

(v) There was a bumper mango crop in Chittoor and North Arcot districts and special wagon rates by passenger trains were quoted from stations in the Madras, Pakala and Bezwada districts to stations in Central and Northern India. About 5 lakh maunds of mangoes were carried at these rates, yielding a total revenue of over Rs. 7 lakhs.

(vi) Reduced rates ranging down to $\frac{1}{8}$th parcels rates continued to be charged for fresh fruits and vegetables over certain competitive sections of the North Western Railway where it was considered that these rates were able to divert traffic from road. During the year such reduced rates were introduced over 270 sections of the North Western Railway, and were withdrawn from 39 sections as the results obtained on these sections were not satisfactory.

(vii) With effect from the 15th November 1939, rates varying from about 8 to 30 per cent. below the normal rates for cotton seeds in wagon loads were quoted from the principal cotton

seed booking stations on the Great Indian Peninsula Railway to the following stations:—

1. *Viâ* New Delhi for traffic to North Western Railway stations, Shahdara-Delhi-Saharanpur Light Railway stations, and Gurgaon, Farukhnagar, Rewari, Dalmiya-Dadri, Bhiwani, Hissar, Hansi, Narnaul and Kosli on the Bombay, Baroda and Central India Railway.
2. New Delhi, Bombay, Agra stations and Morena.
3. *Viâ* Amalner for traffic to Navsari.

(viii) As a result of the war conditions it has been possible for certain railways to make a small increase in the special rates quoted in competition with rival transport services. The following are a few examples of the enhancement made in the special rates by the principal railways:—

(a) *Bombay, Baroda and Central India Railway*—

	Approximate enhancement.
	Per cent.
Cotton (raw) full-pressed	10
Wheat	10
Rice	15
Certain other commodities such as iron and steel machinery, etc.	25

(b) *Jodhpur Railway*.—With effect from 1st January 1940 an enhancement of 10 per cent. was made by the Jodhpur Railway in the special rates for (i) cotton (raw) full-pressed, (ii) cotton seeds, and (iii) wheat, quoted from certain stations in Sind to certain stations on the Bombay, Baroda and Central India Railway in competition with the rail-cum-sea route *viâ* Karachi, as the sea freight had gone up due to war.

(ix) All the special rates for manganese ore and chrome ore were enhanced over the Madras and Southern Mahratta Railway by Re. 1 per ton, with effect from 1st January and 1st March 1940, respectively.

(x) With effect from 1st March 1940 the following "increased charges" were levied, on the total freights and fares:—

Traffic.	*Increased charge.*
(*a*) Passenger . . .	One anna per rupee.
(*b*) Other coaching traffic .	Two annas per rupee.
(*c*) Goods other than coal .	Two annas per rupee.

The increased charges were not levied on:—

(*a*) single journey fares of Re. 1 and under and children's half fares of annas 8 and under,

(*b*) return journey fares provided the single fare is Re. 1 or less,

(*c*) season ticket fares of any class where corresponding single journey adult fare is Re. 1 or under,

(*d*) military traffic to which military traffic rules and rates apply, except traffic carried at concession rates scheduled in Appendix B of the Military Tariff,

(*e*) postal traffic,

(*f*) railway materials and stores,

(*g*) food grains,

(*h*) grass dry (includes, bankas grass, bhoosa, dhall stalks, fodder, hay, kirby, moonj, sirkee and straw) grass green and chari and forage and fodder charged at famine concession rates,

(*i*) manures,

(*j*) newspapers and news-print.

(xi) During the month of March 1940, the surcharge of 12½ per cent. (subject to a maximum of Re. 1 per ton) levied on coal freights, was replaced by an " increase in freight " of 15 per cent. without any maximum limit.

(B) Measures taken by railways to counteract motor competition, are detailed in paragraph 62 under Chapter IV.

(C) A detailed account of the steps taken by railways to facilitate the movement of traffic is given in Chapter IV.

14. Steps taken to reduce expenses.

14.1. Transportation.—The outbreak of the war necessitated investigation into the question of reduction of train mileage, and the conservation of power to meet emergencies which might arise. Certain railways found it possible to curtail train services with a minimum of inconvenience to the public. Any such curtailment was generally accompanied by the provision of additional halts to mail and fast trains to meet with public requirements. For example, over the Assam Bengal Railway the passenger and mixed train mileage was curtailed to the extent of 20·9 per cent. with effect from the 1st October 1939. Additional stops were provided on mail and fast trains to meet public convenience and during the currency of the time table it was found necessary to increase the service on the Chandpur-Laksam and Akhaura-Brahmanbaria sections by one up and one down train on each section.

The Bengal and North-Western Railway reduced its passenger train services by 10 per cent.

The East Indian Railway confined the curtailment of its services to the abolition of unimportant suburban and branch line local trains which had been put on mainly to foster traffic. Arrangements were, however, made to reduce the inconvenience caused to the public by introducing a few new trains (nine new trains and a sentinel coach service were introduced), by extending the run of other trains, or by diverting them over new routes. These arrangements resulted in the curtailment of 1,712 passenger train miles per day.

Other railways, while unable to make substantial reduction, have effected some economy in the same direction.

14.2. Engineering.—The various measures of economy introduced on railways in previous years were continued during the year under review. The more important steps taken, in this connection are detailed below :—

The Assam Bengal Railway decided to extend with effect from July 1940, the gang-lengths from 3 to 4 miles on the Chittagong-Laksam section, as an experimental measure.

Trials were in progress on the East Indian Railway in regard to a proposal for the greasing of fishplates with a cheaper quality of grease every third year. This is expected to result in an economy in permanent-way maintenance.

The welding of points and crossings on the Bombay, Baroda and Central India Railway resulted in a saving of Rs. 25,803 for the year.

A number of upper class waiting rooms was closed at certain stations on the Great Indian Peninsula Railway where the number of upper class passengers was small.

On the North Western Railway the trial of maintenance of track by the " spot " renewal system of sleepers, to which a reference was made in the last year's report was continued.

That railway also adopted a standard beat of approximately four miles per gang throughout the system.

On the South Indian Railway selected scrap dog-spikes were reconditioned and used in place of first and second class ones.

14.3. Mechanical and electrical.—Efforts to obtain greater availability and increased utilisation of existing locomotives and rolling stock continued on all railways. Engine links were revised wherever practicable. On the Madras and Southern Mahratta Railway pooling was introduced with engines of Rajamundry and Bitragunta based on the latter shed. This enabled several engines to be released for other purposes. The North Western Railway also transferred engines to other railways and condemned or sold 11 locomotives, 54 coaching and 12 goods units without replacement, thus effecting a reduction of approximately Rs. 15·25 lakhs in the capital at charge. Furthermore an exchange of engines of different types with the Eastern Bengal Railway was made to the mutual advantage of both railways.

The policy on the Eastern Bengal Railway of giving intermediate repairs to engines in Lalmanirhat and thus extending the period between heavy shop repairs was continued with success and served to reduce the load on the workshops. In addition, arrangements were made for certain metre gauge locomotives of the Eastern Bengal Railway to be repaired in the Pahartali shops of the Assam Bengal Railway where spare capacity was available.

Investigations in the use of scrap and more efficient production in railway workshops continued on a large scale and were responsible for appreciable savings. Amongst the larger individual savings reported were those on the Bengal Nagpur Railway and the Assam Bengal Railway shops where electroplating and saw mill shops respectively were reorganised. In the South Indian Railway shops a scheme for heavy boiler reconditioning was completed and several boilers turned out that would have otherwise required replacement.

Owing to a lack of mela stock on the Assam Bengal Railway the administration prepared and stored five third class carriages due replacement and set aside 15 more for conversion in 1940-41.

The system of engine cleaning by contract which is already in force on the Eastern Bengal Railway was introduced on the Bombay Division of the Great Indian Peninsula Railway and is expected to produce an appreciable annual saving.

On the East Indian Railway the scheme of concentrating running repairs to goods stock at selected ' key ' stations was extended to Lucknow, intensive examination and reconditioning being done at Dhanbad.

The economies of ' single control ' having been proved on other railways it was introduced on the Great Indian Peninsula Railway at six junctions, *viz.*, Dadar, Kotah, Ujjain, Amalner, Agra Cantonment and Muttra; the Bombay, Baroda and Central India Railway being the working railway in the case of Dadar, Kotah and Ujjain.

14.4. Job analysis which involves a detailed scrutiny of a particular facet of railway operation with a view to increased efficiency and a reduction in working expenses was continued on all the State-managed railways during the year. On most of the Company-managed railways, no special organisation undertakes this work, but similar investigations were carried out by the departments concerned on some of those railways. The table below shows for the seven years ending 1939-40 the economies effected on each of the more important railways and the cost of the organisation conducting the investigations. The question of dispensing with special staff for such investigations was discussed by the Railway Board with General Managers of railways during the year; but no definite decision had been taken in the matter before its close.

Railway.	1933-34.		1934-35.		1935-36.		1936-37.		1937-38.				1938-39.				Savings effected since the introduction of Job analysis to the end of 1938-39 (Recurring only).	1939-40.			
	Cost of Job analysis organization.	Savings effected.	Cost of Job analysis organization.	Savings effected.	Cost of Job analysis organization.	Savings effected.	Cost of Job analysis organization.	Savings effected.	Cost of Job analysis organization.	SAVINGS EFFECTED			Cost of Job analysis organization.	SAVINGS EFFECTED.				Cost of Job analysis organization.	SAVINGS EFFECTED.		
										Recurring.	Non-recurring.	Total.		Recurring.	Non-recurring.	Total.			Recurring.	Non-recurring.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian . .	77,691	7,01,128	92,884	18,14,544	1,13,541	5,82,459	93,009	5,60,700	1,07,773	2,07,512	6,88,256	8,95,768	1,10,553	1,75,595	4,03,988	5,79,583	21,61,589	**71,437**	**74,789**	**2,86,712**	**3,61,501**
Great Indian Peninsula.	56,680	4,15,000	64,000	2,04,246	53,574	2,04,859	19,554	9,69,224	17,673	2,29,137	6,745	2,35,882	23,807	44,160	..	44,160	29,75,733	**43,234**	**1,02,288**	..	**1,02,288**
North Western .	32,000	12,66,749	46,006	12,37,376	56,729	7,22,202	40,056	33,35,092	60,855	4,09,358	23,16,748	27,26,106	65,760	3,70,991	21,32,835	25,03,826	40,63,225	**64,522**	**4,07,147**	**1,52,377**	**5,59,524**
Eastern Bengal .	63,000	2,17,864	65,995	1,29,508	26,134	41,600	25,969	1,17,152	40,527	2,89,015	*Nil*	2,89,015	62,279	46,848	7,080	53,928	5,25,652	**40,611**	**1,09,307**	..	**1,09,307**
Bombay, Baroda and Central India.	58,789	3,52,862	35,390	11,41,696	3,643	2,25,682	247	8,27,666	4,516	3,04,663	1,526	3,06,189	1,177	4,77,972	..	4,77,972	26,44,314	*Nil*	**1,20,114**	**14,900**	**1,35,014**
Madras and Southern Mahratta.	8,750	45,220	17,632	1,14,000	4,020	2,56,000	120	1,94,852	10,766	33,137	51,959	85,096	13,645	51,195	40,036	91,231	6,79,539	**22,193**	**3,420**	**3,465**	**6,885**
South Indian .	19,580	27,400	2,180	25,000	221	8,463	504	7,585	6,530	7,799	9,812	17,611	10,446	18,694	4,341	23,035	67,569	*Nil*	**3,795**	**793**	**9,588**
Burma . . .	7,500	25,871	26,615	73,352	..	77,591	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Assam Bengal .	12,825	1,31,755	8,208	12,659	1,490	..	7,065	24,146	3,966	4,025	..	4,025	27,994	88,232	1,751	89,983	1,92,899	*Nil*	..	..	..
Bengal Nagpur .	..	..	..	..	17,575	13,68,493	2,617	66,330	9,475	20,634	12,680	33,314	..	56,235	672	56,907	7,83,070	..	—2,069	**2,806**	**737**

15. Closing of unremunerative branch lines.—The railways continued their scrutiny of the financial position of their branch lines with a view to ascertaining if any of them was being worked at a loss and could be closed with financial advantage. No branch was, however, closed during the year as a result of this examination, except the remaining Agra-Hat Shamsabad section of the Agra-Bah branch of the Great Indian Peninsula Railway, the working of which was discontinued with effect from 1st April 1939 in accordance with the decision taken last year.

16. Effect of the war on earnings and expenditure.—The curtailment of coastal steamer services and the increase in sea freights resulted in a diversion to the railway of much traffic which would normally have been carried by sea. The rise in the prices of petrol and other motor accessories reduced to some extent the effect of road competition. There was consequently a considerable increase in the movement of traffic by rail of raw cotton, raw jute, coal, wheat, timber and mineral ores. The increase in military traffic and the development of indigenous industries such as iron, steel, glass, jute, paper and chemicals, also contributed towards the upward trend in earnings. Overseas tourist traffic, however, ceased almost completely and the restrictions imposed by Government on exports to neutral and enemy countries and the dislocation of normal international trade had adverse effects on the earnings. The net result, however, was a substantial increase in the traffic carried. The receipts for the year were Rs. 97·65 crores against Rs. 94·48 crores for the last year, part of the increase (approximately Rs. 63 lakhs) being due to the enhancement in rates and fares which came into force from 1st March 1940.

There was increase in expenditure owing to the rise in prices of stores. This increase was, however, partly counteracted by economy campaigns on the railways and also by the fact that, in respect to revenue expenditure, certain works not affecting the standard of efficiency of operation were deferred.

CHAPTER II.

FINANCIAL RESULTS.

A.—*Trade Review.*

17. India's trade with other countries contributes to some extent to the revenues of the railways. The details of 'exports' and 'imports' of principal commodities during the year 1939-40 as compared with the previous two years are given in the two statements which follow:

17.1. Exports.—During the year 1939-40, the total value of exports including re-exports amounted to Rs. 213 crores as compared with Rs. 169 crores in the preceding year, an increase of Rs. 44 crores or 26 per cent. The following table shows the fluctuations in important commodities:—

—		Quantity (in thousands).					Value.				
		1937-38.	1938-39.	1939-40.	1939-40 compared with 1937-38.	1939-40 compared with 1938-39.	1937-38 (Crores).	1938-39 (Crores).	1939-40 (Crores).	1939-40 compared with 1937-38 (Lakhs).	1939-40 compared with 1938-39 (Lakhs).
							Rs.	Rs.	Rs.	Rs.	Rs.
Raw jute	Bales	4,185	3,866	3,181	—1,004	—685	14·72	13·40	19·73	+5,01	+6,33
Metals and ores	Tons	1,904	1,509	1,545	—359	+36	6·13	4·91	6·45	+32	+1,54
Pig iron	,,	629	514	569	—60	+55	2·60	2·56	2·84	+24	+28
Manganese ore	,,	1,001	456	719	—282	+263	2·21	1·07	1·83	—38	+76
Jute cloth	Yds.	1,643,082	1,549,727	1,560,478	—82,604	+10,751	15·37	13·34	22·40	+7,03	+9,06
Hides and skins	Tons	75	59	67	—8	+8	11·49	8·60	11·06	—43	+2,46
Indian raw wool	Lbs.	37,989	55,416	53,208	+15,219	—2,208	2·65	2·99	3·23	+58	+24
Jute bags	No.	612,260	598,436	1,210,183	+597,923	+611,747	13·17	12·46	25·44	+12,27	+12,98
Food grains	Tons	878	742	408	—470	—334	9·49	7·74	5·07	—4,42	—2,67
Wheat	,,	460	279	8	—452	—271	4·62	2·48	0·10	—4,52	—2,38
Barley	,,	35	9	..	—35	—9	0·29	0·08	0·01	—28	—7
Wheat flour	,,	62	61	50	—12	—11	0·89	0·78	0·68	—21	—10
Rice	,,	223	284	267	+39	—17	2·62	3·18	3·22	+60	+4
Paraffin wax	,,	12	9	8	—4	—1	0·51	0·36	0·33	—18	—3
Coffee	Cwts.	134	185	168	+33	—17	0·55	0·75	0·73	+18	—2
Cotton manufactures including twist and yarn.	..	..	..	..	..	..	9·29	7·12	8·58	—71	+1,46
Indian cotton piecegoods	Yds.	241,255	176,992	221,405	—19,850	+44,413	6·50	4·79	6·11	—39	+1,32
Cotton twist and yarn	Lbs.	40,124	37,960	36,943	—3,181	—1,017	2·03	1·88	1·79	—24	—9
Wood and Timber and manufactures thereof.	..	..	..	..	..	..	0·29	0·24	0·21	—8	—3
Raw rubber	Lbs.	17,755	17,218	21,544	+3,789	+4,326	0·84	0·72	0·94	+10	+22
Raw hemp	Cwts.	830	816	741	—89	—75	0·75	0·72	0·86	+11	+14
Tobacco	Lbs.	52,082	65,143	61,972	+9,890	—3,171	2·00	2·76	2·53	+53	—23
Coir manufactures	Cwts.	744	692	861	+117	+169	1·04	0·96	1·28	+24	+32
Lac (chiefly shellac)	,,	665	644	755	+90	+111	1·62	1·27	1·89	+27	+62
Raw cotton	Bales	2,731	2,708	2,948	+217	+245	29·03	23·86	30·11	+1,08	+6,25
Tea	Lbs.	334,225	348,050	356,695	+22,470	+8,645	24·39	23·29	26·08	+1,69	+2,79
Oilseeds	Tons	950	1,199	849	—101	—350	14·16	15·06	11·84	—2,32	—3,22
Linseed	,,	227	318	219	—8	—99	3·57	4·40	3·18	—39	—1,22
Groundnut	,,	619	835	549	—70	—286	8·93	9·93	7·19	—1,74	—2,74
Rape seed	,,	32	12	22	—10	+10	0·46	0·16	0·33	—13	+17
Castor seed	,,	42	8	40	—2	+32	0·64	0·10	0·71	+7	+61
Coal	,,	1,006	1,321	1,990	+984	+669	0·95	1·32	1·89	+94	+57
Woollen carpets and rugs	Lbs.	11,061	8,945	8,273	—2,788	—672	1·02	0·82	0·74	—28	—8
Fodder, bran and pollards	Tons	16	17	10	—6	—7	0·09	0·09	0·05	—4	—4
Animals	No.	230	179	135	—95	—44	0·09	0·08	0·08	—1	..

It will be noticed that when compared with 1938-39 there were increases under jute bags and cloth, tea, hides and skins, metals and ores and cotton piecegoods and decreases under oilseeds (linseed and groundnut) and food grains. Raw jute and raw wool decreased in quantity but increased in value.

17.2. Imports.—The total value of the imports of foreign merchandise into British India (excluding Burma) during 1939-40 amounted to Rs. 165 crores as compared with Rs. 152 crores in the preceding year, an increase of 13 crores or 8·6 per cent. The following table shows the fluctuations in important commodities :—

—		Quantity (in thousands).					Value.				
		1937-38.	1938-39.	1939-40.	1939-40 compared with 1937-38.	1939-40 compared with 1938-39.	1937-38 (Crores).	1938-39 (Crores).	1939-40 (Crores).	1939-40 compared with 1937-38 (Lakhs).	1939-40 compared with 1938-39 (Lakhs).
							Rs.	Rs.	Rs.	Rs.	Rs.
Raw cotton	Tons	134	96	34	—50	—12	12·13	8·51	8·05	—4,08	—46
Machinery and millwork	..	..	..	..	..	..	17·15	19·05	14·67	—2,48	—4,38
Jute machinery	..	..	..	..	..	..	1·06	0·71	0·46	—60	—25
Electrical machinery	..	..	..	..	..	..	2·69	3·72	2·36	—33	—1,36
Boilers	..	..	..	..	..	..	1·17	1·40	0·85	—32	—55
Metals and ores	Tons	438	344	331	—107	—13	13·39	10·87	10·87	—2,52	..
Iron and steel	„	369	272	261	—108	—11	8·21	6·63	6·09	—2,12	—59
Metals other than iron and steel and manufactures thereof.	„	69	72	70	+1	—2	5·18	4·19	4·78	—40	+59
Coal tar dyes	Lbs.	20,888	12,023	12,833	—8,055	+810	3·43	2·60	2·87	—56	+27
Electrical instruments	..	..	..	..	..	..	3·47	3·31	2·87	—60	—44
Paper and pasteboard	Cwts.	3,633	3,073	2,701	—932	—372	4·15	3·23	3·46	—69	+23
Provisions	..	..	..	..	..	..	2·60	2·48	2·63	+3	+15
Hardware	..	..	..	..	..	..	3·31	2·57	2·27	—1,04	—30
Chemicals	..	..	..	..	..	..	3·33	3·05	4·52	+1,19	+1,47
Wheat	Tons	22	159	86	+64	—73	0·24	1·17	0·61	+37	—56
Fruits and Vegetables—											
Dried, salted or preserved	„	93	82	74	—19	—8	1·10	0·88	0·79	—31	—8
Rubber manufactures	..	..	..	..	..	..	1·89	1·41	1·48	—41	+7
Textile group	..	..	..	..	..	..	27·29	21·24	22·80	—4,49	+1,56
Cotton piecegoods	Yds.	590,793	647,264	579,001	—11,797	—68,263	11·69	10·27	9·65	—2,04	—62
Cotton twist and yarn	Lbs.	21,998	36,459	41,132	+19,134	+4,673	2·51	2·93	3·52	+1,01	+59
Wool and woollen goods	..	..	..	..	..	..	4·15	2·82	2·16	—1,99	—66
Artificial silk	..	..	..	..	..	..	4·37	2·24	4·59	—28	+2,35
Silk piecegoods	Yds.	22,868	16,873	9,121	—13,747	—7,752	0·90	0·67	0·54	—36	—13
Rice (not in the husk)	Tons	1,198	1,282	1,887	+689	+605	10·98	11·37	17·35	+6,37	+6,48
Soap	Cwts.	42	34	33	—9	—1	0·24	0·22	0·24	..	+2
Sugar	Tons	14	30	255	+241	+219	0·19	0·46	3·32	+3,13	+2,86
Motor vehicles (cars and cycles).	No.	17	12	11	—6	—1	3·03	2·22	2·10	—93	—12
Motor omnibuses	„	15	8	15	..	+7	2·07	1·18	2·05	—2	+87
Mineral oils	Gals.	474,946	438,711	462,950	—11,996	+24,239	17·45	14·67	17·13	—32	+2,46
Kerosene oil	„	202,646	182,054	193,466	—9,180	+11,412	7·62	6·46	7·51	—11	+1,05
Fuel oil	„	128,048	136,788	146,448	+18,400	+9,660	1·83	1·98	2·13	+30	+15
Cotton hosiery	..	..	..	..	..	..	0·29	0·18	0·12	—17	—6
Haberdashery and millinery	..	..	..	..	..	..	0·64	0·47	0·43	—21	—4
Boots and shoes	Pairs	1,183	835	561	—622	—274	0·22	0·15	0·10	—12	—5
Precious stones and pearls unset.	..	..	..	..	..	..	1·24	1·15	0·88	—36	—27
Wood and timber	..	..	..	..	..	..	2·98	2·87	2·70	—28	—17

As compared with 1938-39 the principal items showing increases were rice not in the husk, sugar, mineral oils, artificial silk, chemicals and cotton twist and yarn while decreases were noticed under machinery and millwork, wool and woollen goods, cotton piecegoods, iron and steel, wheat and raw cotton.

B.—Financial results of State Railways.

18. Financial results of working.—The deterioration in traffic, which set in from the second half of 1937-38 and continued during the whole of the year 1938-39, was checked only in the latter part of the year under review. Since then the traffic earnings have been improving steadily and railways were able to earn 97·65 crores in 1939-40 against 94·48 crores in 1938-39, an increase of 3·17 crores. The increase was mostly in goods earnings and a part of it was due to the increase in rates and fares introduced from 1st March 1940.

18.1. Ordinary working expenses excluding depreciation amounted to 52·26 crores against 51·48 crores in the previous year or about ¾ crore more.

18.2. The amount set apart from revenue for depreciation was 12·59 crores, which is 3 lakhs more than that in 1938-39, owing to an increase in the capital at charge of railways in 1938-39. The working expenses including depreciation were 64·85 crores against 64·04 crores in 1938-39.

18.3. Miscellaneous transactions during 1939-40 resulted in a net receipt of 64 lakhs against 23 lakhs in 1938-39. The increase of 41 lakhs was chiefly due to the realisation of a larger amount of interest on depreciation fund balances than in the previous year owing to more accretion to the fund.

18.4. The net revenue amounted to 33·44 crores against 30·67 crores in 1938-39 and was in excess of interest charges by 433 lakhs as compared with 137 lakhs in 1938-39. The entire amount of surplus was paid to the general revenues as contribution for railways for 1939-40, against 463 lakhs due for that year, leaving a balance of 30 lakhs in arrears.

18.5. The appropriation to the depreciation fund was 12·59 crores and the amount withdrawn for renewals was 6·53 crores, resulting in a net addition of 6·06 crores to the fund. The actual balance at credit of the fund was 30·75 crores and the nominal balance was about 61·44 crores.

18.6. The total works expenditure during the year under review amounted to 11·01 crores of which 4·48 crores was charged to capital and the balance to the depreciation fund. The capital expenditure was 286 lakhs on open line works, 30 lakhs on new construction and 132 lakhs on the purchase of railways. There was an increase of 116 lakhs in the Stores balances which at the end of 1939-40 amounted to 11¼ crores.

18.7. At the end of 1939-40 the unliquidated liabilities of railways amounted to 66 crores. Of this 30·29 crores is the net amount of loans taken from the depreciation fund, and the balance represents the contributions to general revenues which has remained unpaid from 1931-32 to 1936-37 fully, and partly during the years 1937-38, 1938-39 and 1939-40. The details are as follows :—

(In crores of rupees.)

	Loans from depreciation fund.	Unpaid contributions to general revenues.
1931-32	4·25	5·36
1932-33	10·23	5·23
1933-34	7·96	5·21
1934-35	5·06	5·04
1935-36	4·00	4·99
1936-37	−1·21	4·91
1937-38	...	1·58
1938-39	...	3·09*
1939-40	...	0·30
Total	30·29	35·71

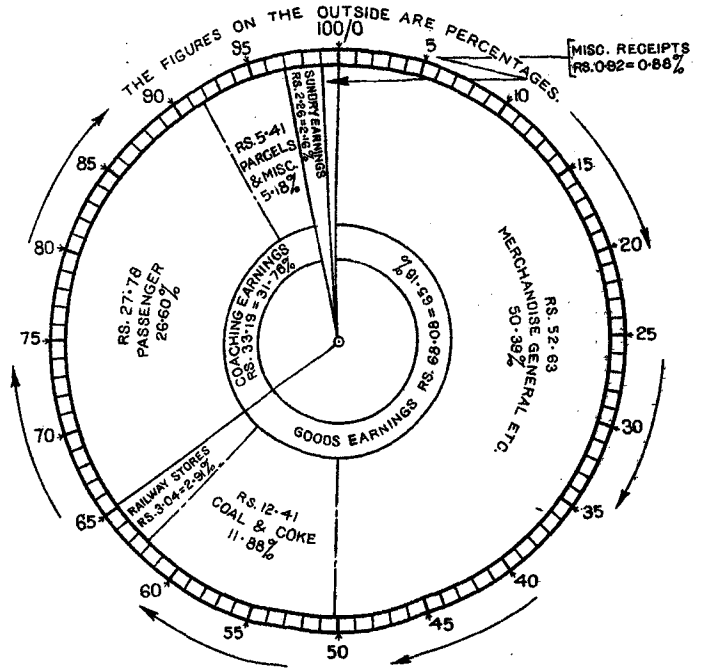
* Includes adjustment of 4 lakhs charged in excess against the strategic lines.

REVENUE RECEIPTS AND EXPENDITURE OF STATE-OWNED RAILWAYS IN INDIA INCLUDING WORKED LINES 1939-40

FIGURES IN CRORES.

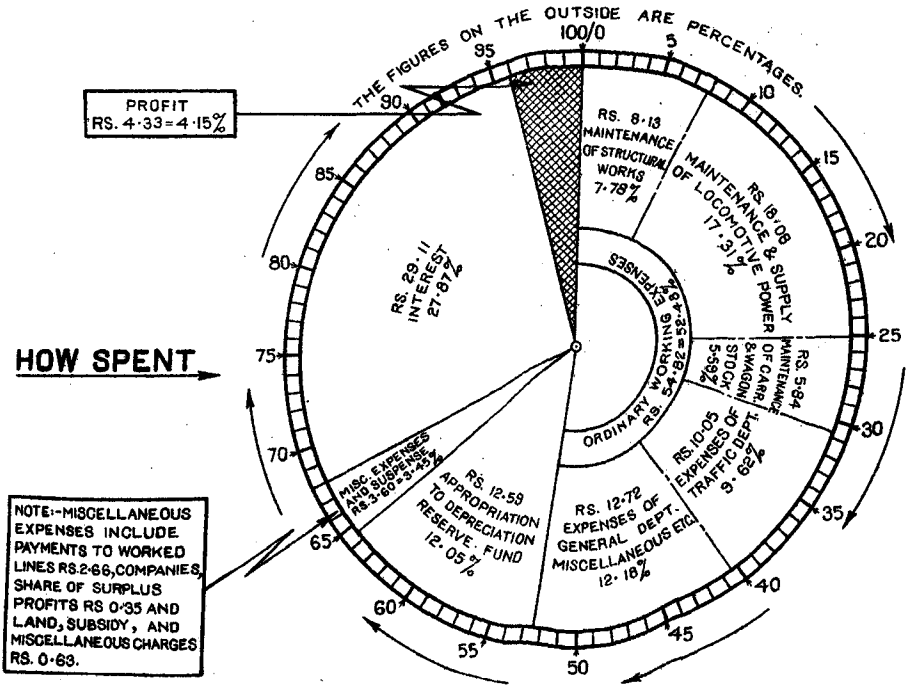
TOTAL REVENUE RECEIPTS.

(RS.104-45)



TOTAL REVENUE EXPENDITURE.

(RS. 100·12)



19. The following statement gives the financial statistics of Indian State-owned railways from 1924-25 to 1939-40 :—

(Figures in lakhs of rupees.)

——	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.
Mileage . . .	*26,935*	*27,090*	*27,664*	*28,036*	*29,111*	*30,878*	*31,197*	*31,640*	*31,642*	*31,644*	*31,619*	*31,732*	*31,729*	*29,680**	*29,725*	29,721†
Capital at charge at end of year (in crores).	635	654	681	714	739	770	783	790	789	787	787	789	789	754	755	759
Gross traffic receipts	1,00,13	98,94	98,42	1,03,43	1,03,73	1,02,70	95,10	86,63	84,43	86,63	90,20	90,65	95,49	95,01	94,48	97,65
Operating expenses .	51,65	52,99	52,89	53,06	54,22	55,59	54,39	49,31	49,08	49,50	50,27	50,87	50,23	50,37	51,48	52,26
Depreciation fund .	10,35	10,67	10,89	11,32	12,00	12,59	13,07	13,46	13,77	13,56	13,72	13,25	13,15	12,57	12,56	12,59
Net Traffic receipts .	38,13	35,28	34,64	38,99	37,51	34,52	27,64	23,86	21,58	23,57	26,21	26,53	32,11	32,07	30,44	32,80
Net Miscellaneous receipts after deducting miscellaneous charges and surplus profits payable to companies.	—1,07	—1,19	—1,27	—87	—37	—2	—11	1	1,10	1,05	53	36	—9	—5	23	64
Net revenue . .	37,06	34,09	33,37	38,12	37,14	34,50	27,53	23,87	22,68	24,62	26,74	27,39	32,02	32,02	30,67	33,44
Interest charges .	23,90	24,81	25,87	27,27	29,33	30,46	32,72	33,07	32,91	32,58	31,80	31,29	30,31	29,26	29,30	29,11
Surplus . . .	13,16	9,28	7,50	10,85	7,81	4,04	—5,19	—9,20	—10,23	—7,96	—5,06	—4,00	1,21	2,76	1,37	4,33
Paid as contribution to general revenues.	6,78	5,49	6,01	6,28	5,23	6,12	5,74	..	..	..	..	..	..	2,76	1,37	4,33
Transferred to railway reserve.	6,38	3,79	1,49	4,57	2,58	—2,08	—10,93	—4,95	..	..	..	..	..	..	..	..
Ratio of working expenses (excluding Depreciation fund) to Gross Traffic receipts.	51·6%	53·6%	53·7%	51·3%	52·3%	54·1%	57·2%	56·9%	56·7%	55·8%	54·7%	54·0%	51·4%	51·6%	53·1%	53·0%
Ratio of working expenses (including Depreciation fund) to Gross Traffic receipts.	61·9%	64·3%	64·8%	62·3%	63·8%	66·4%	70·9%	72·5%	73·0%	71·4%	69·9%	69·5%	65·2%	65·0%	66·4%	64·8%
Ratio of Net Traffic receipts to capital at charge.	6·0%	5·4%	5·1%	5·5%	5·1%	4·5%	3·5%	3·0%	2·7%	3·0%	3·3%	3·4%	4·2%	4·2%	4·2%	4·5%

NOTE 1.—The figures for the years from 1924-25 to 1936-37 are inclusive of those of the Burma Railways.

NOTE 2.—Credits for materials released from works not charged to revenue were taken in reduction of operating expenses up to 1931-32. From 1932-33 to 1935-36 they were added to receipts and have been included in the above table under net miscellaneous receipts. Since 1936-37, these credits have been taken in reduction of expenditure from the Depreciation Reserve fund. The amounts involved are detailed in paragraph 19.1 (*a*).

NOTE 3.—For purposes of proper comparison with past years the ratios in the last three lines of the statement with respect to 1932-33, 1933-34, 1934-35, 1935-36, 1936-37, 1937-38, 1938-39 and 1939-40 have been worked out as if the credits referred to in the preceding note were deducted from operating expenses.

NOTE 4.—Working expenses were reduced in 1930-31 by 166 lakhs by a credit from the Depreciation fund for correction of past accounting adjustments and in 1924-25 by 179 lakhs by certain abnormal refunds of expenditure in previous years.

*Excludes 51·80 miles of Bezwada Masulipatam Railway which was purchased by the State on the 4th February 1936.

†This does not include 19·12 miles of Ahmavar-Dandeli Railway (Provincial) though taken under State-owned in mileage summary VII of Volume II for 1939-40. This also does not include 53·22 miles of Larkana-Jacobabad Railway and 32·04 miles of Hardwar-Dehra Railway which were purchased by the State on 3rd May 1939 and 1st January 1940 respectively.

19.1. Though these statistics show the trend of receipts and expenditure fairly clearly, they do not lend themselves directly to close comparison owing to changes of accounting during the period and certain other special features, the more important of which are mentioned below :—

(*a*) In the years prior to 1932-33, credits on account of material released from works whether in the nature of repairs or renewals or replacements were taken as reducing the working expenses but since that year only credits in connection with repairs and maintenance operations are so taken. For comparison with earlier years, the following sums should be deducted from the working expenses of the years 1932-33 and thereafter :—

	(*Including Burma Railways.*) (In lakhs of rupees.)	(*Excluding Burma Railways.*) (In lakhs of rupees.)
1932-33	119	103
1933-34	119	110
1934-35	90	84
1935-36	110	109
1936-37	115	110
1937-38	...	138
1938-39	...	132
1939-40	...	**147**

(*b*) In 1924-25, working expenses were reduced by a refund of customs duty paid in earlier years on stores imported for Company-managed railways amounting to 141 lakhs and by a transfer from reserves of 38 lakhs representing the cost of writing down stores. A sum of 179 lakhs should be added to the working expenses of that year.

(*c*) In 1930-31, working expenses were reduced by 166 lakhs by a credit from the depreciation fund for correction of past erroneous adjustments.

(*d*) The emergency deductions made from the pay of the staff reduced the working expenses in certain years, namely:—

	(*Including Burma Railways.*) (In lakhs of rupees.)	(*Excluding Burma Railways.*) (In lakhs of rupees.)
1931-32	44	41
1932-33	191	182
1933-34	114	110
1934-35	100	96
1935-36	8	8

(*e*) During the period 1936-37 to 1938-39, owing to a change in the allocation rules, certain renewal and replacement expenditure was transferred from ordinary working expenses to depreciation fund. The net figure in this respect was 73 lakhs in 1936-37, about 60 lakhs in 1937-38 and about the same amount in 1938-39.

20. Making allowance for these factors, the comparable figures of traffic receipts and working expenses (excluding Burma railways) from 1924-25 are as follows:—

(In crores of rupees.)

Year.	Traffic Receipts.	Ordinary working expenses including cut in pay.	Ordinary working expenses excluding cut in pay.
1924-25	95·84	51·26	51·26
1925-26	94·01	50·67	50·67
1926-27	93·81	50·49	50·49
1927-28	98·40	50·57	50·57
1928-29	98·78	51·46	51·46
1929-30	97·83	53·02	53·02
1930-31	90·82	53·75	53·75
1931-32	82·89	46·98	47·39
1932-33	81·10	45·85	47·67
1933-34	83·06	46·13	47·23
1934-35	86·48	47·13	48·09
1935-36	87·04	47·52	47·60
1936-37	91·79	47·79	47·79
1937-38	95·01	49·59	49·59
1938-39	94·48	50·76	50·76
1939-40	**97·65**	**50·79**	**50·79**

21. The statement below gives the net revenue and the percentage of interest charges on the capital at charge—

(In lakhs of rupees.)

Year.	Net revenue.	Percentage of net revenue to capital at charge.	Interest charges.	Percentage of interest charges to capital at charge.	Surplus or Deficit.
1924-25	35,71	5·9	22,98	3·8	12,73
1925-26	32,32	5·2	23,82	3·8	8,50
1926-27	32,02	4·9	24,83	3·8	7,19
1927-28	36,35	5·3	26,15	3·8	10,20
1928-29	35,84	5·1	28,10	4·0	7,74
1929-30	32,82	4·5	28,87	4·0	3,95
1930-31	26,02	3·5	31,13	4·2	—5,11
1931-32	22,93	3·0	31,46	4·2	—8,53
1932-33	21,86	2·9	31,40	4·2	—9,54
1933-34	23,69	3·1	31,03	4·1	—7,34
1934-35	25,70	3·4	30,30	4·0	—4,60
1935-36	26,51	3·5	29,92	4·0	—3,41
1936-37	30,84	4·1	29,39	3·9	1,45
1937-38	32,02	4·2	29,26	3·9	2,76
1938-39	30,67	4·1	29,30	3·9	1,37
1939-40	**33,44**	**4·4**	**29,11**	**3·8**	**4,33**

22. The operating ratio of State-owned railways, *i.e.*, the ratio of working expenses to gross traffic receipts was 52 per cent. (excluding depreciation) against 53 per cent. in 1938-39, and 65 per cent. (including depreciation) or one per cent. less than in the previous year. In the table below the ratios of earlier years (excluding Burma Railways) are given for purpose of comparison.

Year.	Percentage, excluding depreciation.	Percentage, including depreciation.
Average of 5 years, 1924-25 to 1928-29	52·5	63·5
1929-30	54	66
1930-31	57	71
1931-32	56	72
1932-33	57	74
1933-34	56	72
1934-35	55	70
1935-36	55	70
1936-37	52	66
1937-38	52	65
1938-39	53	66
1939-40	**52**	**65**

23. Traffic Receipts.—The following table compares the traffic receipts (excluding Burma Railways) in detail with the previous years :—

(Crores of rupees.)

—	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.
Passenger earnings	33·81	34·34	30·49	27·98	28·01	26·78	27·05	27·17	26·86	28·41	28·01	27·78
Other coaching earnings	5·99	5·63	5·24	5·10	4·89	4·80	4·79	4·92	5·06	5·16	4·96	5·41
Goods earnings .	64·62	62·07	57·89	52·80	51·58	55·08	58·39	58·93	63·79	64·79	64·38	68·08
Sundry earnings .	2·01	2·10	1·88	1·74	1·56	1·52	1·56	1·76	2·03	1·95	2·15	2·26
Suspense . .	—0·24	0·30	0·41	0·35	0·03	—0·40	0·09	—0·24	—0·24	0·15	0·12	—0·79
TOTAL .	106·19	104·44	95·91	88·06	86·07	88·29	91·88	92·64	97·50	100·46	99·62	102·74
Less—Refunds . .	*0·14*	*0·14*	*0·10*	*0·10*	*0·11*	*0·10*	*0·12*	*0·13*	*0·18*	..	..	..
Earnings of worked lines.	*7·27*	*6·47*	*4·99*	*5·07*	*4·86*	*5·13*	*5·28*	*5·37*	*5·53*	*5·45*	*5·14*	*5·09*
NET .	98·78	97·83	90·82	82·89	81·10	83·06	86·48	87·04	91·79	95·01	94·48	97·65

Compared with the previous year there has been an increase under all the items, except passenger earnings, suspense and earnings of worked lines.

23.1. The statement below gives the details of passenger earnings on all Class I Railways (excluding Burma Railways) from 1929-30 onwards. Figures are not available separately for State-owned railways alone, but the figures for Class I Railways can be taken as sufficiently representative.

Passenger earnings for Class I Railways.

(In lakhs of rupees.)

Classes.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.
First class . . .	97	88	78	74	72	73	74	77	78	76	68
Second class . . .	1,68	1,57	1,43	1,38	1,32	1,33	1,36	1,37	1,30	1,35	1,32
Intermediate class . .	1,56	1,39	1,21	1,13	1,10	1,10	1,10	1,13	1,21	1,22	1,27
Third class . . .	31,19	27,65	25,47	25,65	24,50	24,72	24,83	24,45	25,94	25,80	25,73
TOTAL .	35,40	31,49	28,89	28,90	27,64	27,88	28,03	27,72	29,32	29,22	29,00

23.2. Similarly the statement below gives details of the main commodities which have contributed to the goods earnings of all Class I Railways (excluding Burma Railways) and compares them with similar figures for the past few years.

(Figures in lakhs.)

—	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Cotton raw, pressed and unpressed.	4,50	3,99	2,41	2,75	3,56	3,40	3,74	4,62	2,88	2,89	3,17
2. Cotton manufactured .	2,36	2,28	2,30	2,37	2,34	2,40	2,48	2,46	2,60	2,59	2,65
3. Coal for the public .	6,66	6,11	5,01	5,88	6,48	7,04	6,87	6,93	8,24	7,88	9,11
4. Coal for foreign railways and home line construction.	2,77	2,63	2,15	2,24	2,28	2,49	2,45	2,58	2,98	2,86	2,95
5. Metallic ores . .	1,33	60	50	36	52	84	1,15	99	1,41	1,06	1,51
6. Rice	3,25	2,88	2,83	2,87	3,07	3,25	3,06	3,38	3,30	3,39	3,60
7. Wheat . . .	2,02	2,68	2,15	1,82	1,84	2,09	2,10	2,46	2,67	2,40	2,54
8. Gram, pulse, jowar, bajra and other grains.	3,43	3,34	3,49	3,01	2,83	3,27	2,97	3,38	3,47	3,31	3,51
9. Iron and steel wrought .	2,40	2,02	1,78	1,97	2,18	2,30	2,54	2,61	2,49	2,63	2,89
10. Kerosene oil . .	1,64	1,46	1,58	1,35	1,43	1,49	1,46	1,60	1,59	1,58	1,59
11. Jute	1,46	1,36	99	1,12	1,29	1,24	96	1,30	1,17	1,18	1,22
12. Oil seeds . . .	3,93	3,99	3,50	2,86	3,61	2,94	2,74	3,28	3,03	3,60	3,34
13. Sugar . . .	2,01	2,02	1,50	1,28	1,66	1,55	1,55	2,27	2,11	2,16	1,38
14. Gur, jagree and molasses	92	95	1,23	1,36	1,18	1,17	1,25	1,27	1,20	1,01	1,07

All the commodities showed increase in earnings except sugar and oil-seeds which were responsible for decreases of 83 lakhs and 26 lakhs respectively. The most noticeable increases in 1939-40 were in coal traffic (132 lakhs) metallic ores (45 lakhs), cotton (30 lakhs), iron and steel wrought (26 lakhs), rice (21 lakhs), gram and pulses, jowar, bajra and other grains (20 lakhs), wheat (14 lakhs), kerosene oil, jute, gur, jagree and molasses contributed 11 lakhs to the increase in earnings.

23.3. The statement below compares the receipts of individual State-owned railways in 1939-40 with the previous years :—

(Figures in lakhs.)

Railways.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal . . .	2,05	1,96	1,84	1,56	1,60	1,80	1,60	1,68	1,76	1,90	2,00
Bengal Nagpur . . .	9,31	8,17	7,24	6,91	7,39	7,95	8,64	8,39	9,51	9,47	10,80
Bombay, Baroda and Central India.	11,52	10,90	10,30	10,17	10,61	11,07	11,08	11,80	12,01	11,87	12,12
Eastern Bengal . .	6,73	5,86	5,05	4,91	5,07	5,43	5,25	5,74	5,83	5,94	6,19
East Indian . . .	19,85	18,24	17,36	17,27	17,63	18,71	18,63	19,44	21,00	20,84	21,29
Great Indian Peninsula .	14,58	13,33	11,92	11,95	12,21	12,17	12,41	13,27	13,01	12,94	13,55
Madras and Southern Mahratta.	8,98	7,98	7,15	6,66	6,84	6,72	6,54	6,68	6,92	7,26	7,60
North Western (Commercial)	14,39	14,98	13,34	12,73	13,23	13,87	14,16	15,62	15,52	15,08	14,96
North Western (Strategic) .	1,50	1,48	1,32	1,23	1,23	1,23	1,26	1,38	1,45	1,31	1,39
South Indian . . .	6,33	5,80	5,30	5,51	5,14	5,24	4,99	5,12	5,34	5,24	5,20
Other Railways . .	2,50	2,12	2,07	2,20	2,11	2,29	2,48	2,58	2,66	2,63	2,56
TOTAL .	97,83	90,82	82,89	81,10	88,06	86,48	87,04	91,79	95,01	94,48	97,65

During the year under review there was an increase in the traffic receipts on all railways except the North Western (Commercial), South Indian and 'other railways'. The decreases on the latter railways were 12 lakhs, 4 lakhs and 7 lakhs, respectively. The decrease on the North Western Railway was due to reduced traffic in wheat, sugar, petrol, gram, pulses, oil-seeds and cotton. On the South Indian Railway, the decrease was mainly due to certain adjustments under 'suspense'. The increase in traffic receipts principally occurred on the Bengal Nagpur, Great Indian Peninsula, East Indian, Madras and Southern Mahratta, Eastern Bengal and Bombay, Baroda and Central India Railways. The largest increase of $1\frac{1}{3}$ crores was on the Bengal Nagpur Railway, contributed mostly by goods traffic and the withdrawal of rebate to the iron industries. The next largest increase of about $\frac{2}{3}$ crore was on the Great Indian Peninsula Railway, due to improvement under both passenger and goods traffic, the latter being specially noticeable in respect of coal and coke, cotton raw, iron and steel, metallic ores, salt, wood unwrought, kerosene oil and petrol. The increase of about $\frac{1}{2}$ crore on the East Indian Railway occurred exclusively in goods earnings. On the Madras and Southern Mahratta Railway, the passenger traffic and increased movements of jowar, bajra, cotton, oil-seeds and fruits accounted for an increase of $\frac{1}{3}$ crore. On the Eastern Bengal Railway, the increase of $\frac{1}{4}$ crore was partly in passenger earnings, due to larger sale of return and other concession tickets, and partly in goods earnings, mostly attributable to increased traffic in sugarcane, rice, cotton, jute and oil-seeds. The increase on the Bombay, Baroda and Central India Railway was also about $\frac{1}{4}$ crore, mainly due to increase in goods traffic under fuel, rice, grains, salt, gur, molasses, metallic ores, fodder, fruits and vegetables. On the Assam Bengal Railway the increase of 10 lakhs was mostly on account of increased jetty

receipts as a result of abnormal imports of Burma rice. The increase on the North Western Railway (Strategic) was chiefly on account of larger movement of troops.

24. Ordinary working expenses.—A comparison of working expenses (excluding depreciation) of all railways (other than Burma Railways) by abstracts is given below:—

(In lakhs of rupees.)

Abstracts.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.
Maintenance of Structural Works.	8,24	8,45	8,43	7,86	7,94	7,72	8,13
Maintenance and supply of Locomotive Power.	16,16	16,39	16,09	16,24	17,53	17,92	18,08
Maintenance of Carriage and Wagon stock.	5,62	5,90	6,13	5,73	6,13	5,80	5,84
Maintenance of ferry steamers and harbours.	28	30	27	27	29	28	29
Expenses of Traffic Department.	10,34	10,48	10,42	10,59	10,63	10,02	10,05
Expenses of General Department.	4,66	4,70	4,69	4,67	4,89	3,99	4,11
Miscellaneous Expenses	4,32	4,21	4,21	4,18	4,33	4,35	4,51
Electric Service Department	1,20	1,22	1,18	1,16	1,20	3,83	3,81
Suspense	—2	—6	—5	12	7	10	—4
Emergency deductions from pay.	—1,10	—96	—8	..	..	..	..
TOTAL	49,70	50,63	51,29	50,82	53,01	54,01	54,78
Deduct—Recoveries from worked lines.	2,60	2,66	2,68	2,66	2,64	2,53	2,52
Net total for State-owned railways.	47,10	47,97	48,61	48,16	50,37	51,48	52,26

24.1. A comparison of the working expenses (excluding depreciation) of each railway with the previous years will be found below:—

(Figures in lakhs.)

—	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	1,13	1,12	1,09	1,02	1,07	1,16	1,12	1,06	1,11	1,12	1,10
Bengal Nagpur	5,51	5,36	4,83	4,77	4,82	5,06	5,42	5,30	5,43	5,56	5,92
Bombay, Baroda and Central India.	6,07	6,14	5,47	5,38	5,26	5,44	5,33	5,55	5,62	5,75	5,69
Eastern Bengal	3,84	3,74	3,29	3,16	3,33	3,41	3,62	3,64	3,73	3,96	4,52
East Indian	10,21	9,95	9,02	8,88	8,78	9,19	9,24	9,23	10,06	10,32	10,27
Great Indian Peninsula	8,37	8,57	7,18	7,06	6,99	6,78	6,76	6,55	6,64	6,78	6,76
Madras and Southern Mahratta.	3,95	3,88	3,33	3,24	3,30	3,40	3,41	3,26	3,51	3,72	3,71
North Western (Commercial)	8,47	9,02	7,74	7,24	7,57	7,61	7,50	7,51	7,85	7,90	7,67
North Western (Strategic)	1,68	1,76	1,38	1,42	1,30	1,43	1,42	1,31	1,25	1,25	1,26
South Indian	2,79	2,87	2,63	2,76	2,67	2,73	2,74	2,67	2,75	2,79	2,82
Other Railways	1,00	1,02	98	92	95	1,06	1,12	1,13	1,16	1,15	1,18
TOTAL	53,02	53,44	46,89	45,85	46,13	47,27	47,68	47,21	49,11	50,30	50,33

NOTE.—For comparison with earlier years, the figures from 1932-33 have been reduced by the amount of credits from released material. The amounts of rebate paid to branch lines and rental paid to South Bihar Railway have been included in the figures of various years from 1934-35.

The working expenses incurred during 1939-40 were 52·26 crores against 51·48 crores in 1938-39 or 78 lakhs more. The increase was chiefly due to the repayment to the depreciation reserve fund of the balance of revenue expenditure met from that fund on Hardinge Bridge protection works and earthquake damages, increase in the cost of coal and freight thereon and reconditioning of coaches and wagons.

25. Losses and gains.—The statement below gives the net gain or loss of the various railways for every year from 1924-25 to 1939-40. For the purpose of calculating these gains or losses, the figures shown in the Companies' accounts have been recast to accord with the Government accounting procedure, *i.e.*, the working expenses include the appropriation to the depreciation fund and not the actual expenditure on renewals and replacements which are taken into account in the Companies' own accounts.

(In lakhs of rupees.)

—	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.	TOTAL.
State-managed railways.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	16	10	70	80	54	16	—80	—1,23	—1,28	—1,25	—93	—1,18	—79	—78	—94	—1,21	—7,93
East Indian	2,89	2,80	2,67	3,19	2,44	1,61	—18	—24	—13	37	1,14	1,04	1,75	2,39	2,00	2,34	26,08
Great Indian Peninsula	2,42	47	71	1,41	1,08	8	—1,72	—1,78	—1,68	—1,24	—1,04	—67	46	12	—6	62	—82
North Western (Commercial)	2,87	1,76	1,21	1,23	9	—64	—1,16	—1,58	—1,78	—1,36	—70	25	1,53	1,07	64	77	4,20
North Western (Strategic)	—1,59	—1,47	—1,65	—1,68	—1,74	—1,90	—2,18	—1,99	—2,09	—2,03	—2,03	—2,10	—1,96	—1,85	—1,92	—1,81	—29,99
Company-managed railways.																	
Assam Bengal	—31	—13	—11	4	—6	—24	—30	—52	—74	—73	—60	—84	—75	—75	—66	—54	—7,33
Bengal Nagpur	—12	—47	—40	—20	—47	—66	—1,99	—2,48	—2,80	—2,27	—1,86	—1,38	—1,52	—56	—83	19	—17,82
Bombay, Baroda and Central India.	2,92	2,20	1,42	1,58	1,64	1,25	43	45	41	99	1,28	1,56	2,16	2,16	1,92	2,18	24,55
Madras and Southern Mahratta	1,11	85	63	1,04	1,38	89	1	14	—27	—4	—23	—38	—3	—11	6	55	5,57
South Indian	97	1,13	1,20	1,25	81	1,19	31	1	6	—21	—10	—32	—11	..	—14	—20	5,85
Lucknow-Bareilly	9	9	4	10	6	5	6	4	5	5	8	8	10	10	8	10	1,17
Tirhoot	62	60	68	56	66	68	24	29	34	25	32	35	41	44	38	31	7,13

The railways which show a loss during 1939-40 are Assam Bengal ($\frac{1}{2}$ crore), the Eastern Bengal Railway (about $1\frac{1}{4}$ crores), the North Western—Strategic section—($1\frac{3}{4}$ crores) and the South Indian Railway (20 lakhs).

It is interesting to notice that during the 16 years, of which the first six were prosperous, the State has received large profits from seven railways, *viz.*, 26 crores from the East Indian, $24\frac{1}{2}$ crores from the Bombay, Baroda and Central India, about 6 crores from the South Indian; 7 crores from the Bengal and North-Western (Tirhoot); $5\frac{1}{2}$ crores from the Madras and Southern Mahratta; about $4\frac{1}{4}$ crores from the North Western (Commercial lines) and 1 crore from the Lucknow-Bareilly. On the other hand, it had to bear losses on five railways. The largest was about 30 crores on the Strategic section of the North Western Railway, the next largest being 18 crores on the Bengal Nagpur Railway. On the Assam Bengal Railway it amounted to $7\frac{1}{3}$ crores. The Eastern Bengal and Great Indian Peninsula Railways were responsible for losses of 8 crores and 82 lakhs respectively.

26. Capital at charge.—The statement below shows the capital at charge on all railways (excluding Burma Railways) in which the State has financial interest. For purposes of comparison sterling liabilities included

in the capital at charge have been converted into rupees at the statutory rate of exchange :—

	(Crores of rupees.) Capital at charge at the end of the year.		(Crores of rupees.) Capital at charge at the end of the year.
1923-24	595	1931-32	754
1924-25	608	1932-33	754
1925-26	626	1933-34	752
1926-27	652	1934-35	752
1927-28	683	1935-36	754
1928-29	706	1936-37	754
1929-30	735	1937-38	754
1930-31	748	1938-39	755
		1939-40	759

It will be noticed that the capital at charge at end of 1939-40 is 4 crores more than at end of 1938-39 and has increased in 16 years by 164 crores, though the increase has not been uniform. During the first six prosperous years, the average yearly increase was $23\frac{1}{3}$ crores. During the next ten years, it is $2\frac{2}{5}$ crores.

Though the total increase in the capital at charge is 164 crores, the real expenditure on works during these 16 years is 174 crores since stores balances which form a part of the Capital at charge have been reduced by 10 crores in the period. Of this total, the construction of new lines accounts for 44 crores. $13\frac{1}{4}$ crores is due to the acquisition of lines already in existence, but owned by private companies, the most important of which are the Delhi-Ambala-Kalka, Amritsar-Patti-Kasur, the Southern Punjab, South Behar and Larkana-Jacobabad Railways. The balance of $116\frac{3}{4}$ crores represents the expenditure charged to capital on additions to and improvements of the open line such as rebuilding of bridges, relaying of track, improvement of traffic facilities, *e.g.*, expansion of station yards, purchasing of improved rolling stock, reconstruction and modernising of workshops and so on. At the same time 132 crores have been spent from the depreciation fund during the period for the improvement of the open line.

27. Works Expenditure.—The statement below gives the total expenditure of State-owned railways (excluding Burma Railways) on works and purchase of stores year by year from 1924-25 and shows separately the expenditure on new constructions, open line works and amounts spent on the purchase of railways.

(In lakhs of rupees.)

Years.	New constructions.	Open line works.	Purchase of railways and branch line shares.	Total capital.	Depreciation fund.	Total works expenditure.
1924-25	2,61	9,71	..	12,32	6,96	19,28
1925-26	3,87	14,62	..	18,49	7,56	26,05
1926-27	6,21	15,48	4,33	26,02	7,64	33,66
1927-28	9,36	21,18	3	30,57	10,58	41,15
1928-29	8,39	15,25	30	23,94	9,35	33,29
1929-30	5,81	15,32	7,06	28,19	11,26	39,45
1930-31	4,12	8,52	1	12,65	10,69*	23,34*
1931-32	2,53	3,66	..	6,19	8,01	14,20
1932-33	37	—45	..	—8	5,88	5,80
1933-34	13	—2,34	..	—2,21	7,80	5,59
1934-35	17	45	—20	42	8,30	8,72
1935-36	28	1,97	44	2,69	8,89	11,58
1936-37	..	50	..	50	7,45	7,95
1937-38	—5	61	—4	52	7,99	8,51
1938-39	6	2,27	..	2,33	7,09	9,42
1939-40	30	2,36	1,32	4,48	6,53	11,01
TOTAL	44,16	109,61	13,25	167,02	131,98	299,00

* Includes a debit of 166 lakhs for correction of past erroneous adjustments.

The total expenditure on works, excluding the credits of 1½ crores for the value of materials released from works, was about 12½ crores and was more by 1¾ crores than the expenditure in the previous year. Of the total, 3¼ crores was on rolling stock, 5 crores on renewal of track, and 4¼ crores on general engineering works, etc.

28. Stores balances.—The total stores balance at the end of 1939-40 was 116 lakhs higher than in the previous year :—

The table below gives the figures for a number of years :—

(Figures in lakhs.)

—	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	25	32	18	12	9	13	13	15	18	22	21	15	14	13	14	17	18	27	38
Bengal Nagpur	1,40	1,62	1,48	1,50	1,28	1,17	1,08	1,33	1,36	1,21	1,07	1,02	97	1,01	1,06	1,11	1,02	1,17	1,31
Bombay, Baroda and Central India	2,77	2,72	2,33	1,77	1,63	1,46	1,67	1,62	1,61	1,65	1,46	1,30	1,09	1,02	93	87	80	87	90
Eastern Bengal	2,52	1,76	1,58	1,22	1,12	84	84	80	77	76	69	55	40	43	57	50	57	65	73
East Indian (including Oudh and Rohilkhand).	3,92	4,39	4,11	3,14	2,81	2,48	2,99	3,15	3,04	2,48	2,27	2,09	1,60	1,38	1,44	1,80	1,41	1,52	1,86
Great Indian Peninsula . .	4,66	3,88	3,98	2,90	2,39	2,23	2,53	2,42	2,62	2,52	2,18	1,80	1,51	1,27	1,17	1,03	93	1,03	1,25
Madras and Southern Mahratta .	1,51	1,66	1,51	1,03	84	77	94	83	88	79	76	72	53	50	50	51	56	55	51
North Western (Commercial) .	3,94	3,93	3,80	2,73	2,44	2,86	3,02	3,70	3,48	2,60	2,27	1,85	1,66	1,46	1,52	1,79	2,08	2,33	2,68
North Western (Strategic) . .	58	58	72	63	83	84	92	90	92	94	91	1,02	93	82	75	67	66	62	37
South Indian	1,14	1,39	99	77	1,13	1,07	1,24	1,14	1,06	94	80	70	56	47	48	49	51	59	69
Other Railways	31	41	42	43	37	39	47	44	53	57	52	47	43	43	44	43	47	48	56
TOTAL .	23,00	22,66	21,10	16,24	14,93	14,24	16,73	16,48	16,40	14,68	13,14	11,67	9,32	8,92	9,00	8,87	9,24	10,08	11,24

29. Depreciation Fund.—The amount appropriated to the depreciation fund by debit to the working expenses of State-owned railways and the amount drawn from the fund to meet the expenditure incurred on the replacements and renewals actually carried out on those railways during 1939-40 are given in the statement below :—

Account of depreciation fund for 1939-40.

(Figures in lakhs.)

Railways.	Opening Balance.	Credits to Depreciation fund in 1939-40.	Amount spent on Replacements and Renewals, etc., and charged to Depreciation fund in 1939-40.	Closing Balance.
1	2	3	4	5
State Lines managed by State.	Rs.	Rs.	Rs.	Rs.
North-Western	12,47	2,46	1,64	13,29
Eastern Bengal	2,81	86	24	3,43
East Indian (including Tatanagar workshops).	9,93	2,47	1,26	11,14
Great Indian Peninsula . . .	8,82	1,91	60	10,13
State Lines managed by Companies.				
Bengal Nagpur	6,76	1,30	99	7,07
Bombay, Baroda and Central India .	5,43	1,24	52	6,15
Madras and Southern Mahratta . .	3,05	89	49	3,45
South Indian	2,57	77	28	3,06
Other Railways and Miscellaneous .	3,54	69	51	3,72
TOTAL .	55,38	12,59	6,53	61,44
Withdrawal from Depreciation fund to meet the loss on the working of railways.	—30,29	..	..	—30,29
Shares of branch lines, etc. . .	—33	..	—2	—31
Loans to Branch Line Companies .	—9	..	..	—9
Net .	24,67	12,59	6,51	30,75

30. An analysis of the financial results of the working of the railways owned by the State is given in the following statement, for the last two years, by each railway :—

(Figures in thousands of rupees.)

Railways.	Year.	Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payment to worked lines.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.		Gain.	Loss.
										Payment on account of share of Surplus Profits.	Interest, Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
State Lines managed by State.													
North Western	1938-39	1,47,59,08	..	1,47,59,08	16,97,90	12,21,46	29,41	4,47,03	3·0	..	5,75,37	..	1,28,34
	1939-40	**1,48,44,96**	..	**1,48,44,96**	**16,92,39**	**11,96,47**	**27,85**	**4,68,07**	**3·2**	..	**5,72,26**	..	**1,04,19**
Eastern Bengal	1938-39	51,71,15	..	51,71,15	6,07,71	5,00,79	8,61	98,31	1·9	..	1,92,80	..	94,49
	1939-40	**51,76,42**	..	**51,76,42**	**6,33,60**	**5,54,53**	**7,75**	**71,32**	**1·4**	..	**1,92,04**	..	**1,20,72**
East Indian	1938-39	1,48,41,38	1,12,14	1,47,29,24	20,91,15	12,97,80	7,62	7,85,73	5·3	..	5,85,72	2,00,01	..
	1939-40	**1,49,58,04**	..	**1,49,58,04**	**21,33,33**	**13,09,56**	**3,37**	**8,20,40**	**5·5**	..	**5,86,84**	**2,33,56**	..
Great Indian Peninsula	1938-39	1,14,21,85	..	1,14,21,85	13,51,33	9,12,76	30,32	4,08,25	3·6	..	4,14,61	..	6,36
	1939-40	**1,14,21,13**	..	**1,14,21,13**	**14,17,32**	**9,10,35**	**35,42**	**4,72,05**	**4·1**	..	**4,10,14**	**61,91**	..
State Lines managed by Companies.													
Bengal Nagpur	1938-39	77,64,58	6,82,29	70,82,29	9,49,80	7,04,73	1,31	2,43,76	3·1	4,01	3,22,44	..	82,69
	1939-40	**77,96,23**	**6,82,29**	**71,13,94**	**10,82,10**	**7,41,03**	**1,14**	**3,39,93**	**4·4**	**17**	**3,20,19**	**19,57**	..
Bombay, Baroda and Central India	1938-39	74,07,95	5,49,00	68,58,95	12,49,01	7,40,71	25,94	4,82,36	6·5	18,82‡	2,71,66	1,91,88	..
	1939-40	**74,25,33**	**5,49,00**	**68,76,33**	**12,72,99**	**7,39,15**	**26,86**	**5,06,98**	**6·8**	**18,89‡**	**2,70,32**	**2,17,77**	..
Madras and Southern Mahratta	1938-39	53,28,25	6,59,33	46,68,92	7,53,86	4,84,86	11,85	2,57,15	4·8	18,14	2,32,79	6,22	..
	1939-40	**53,40,20**	**6,59,33**	**46,80,87**	**7,87,47**	**4,84,75**	**11,64**	**2,91,08**	**5·5**	**10,18**	**2,25,40**	**55,50**	..
South Indian	1938-39	45,94,19	5,64,76‖	40,29,43	5,49,12	3,79,94	7,46	1,61,72	3·5	4,90	1,71,30	..	14,48
	1939-40	**46,24,81**	**5,64,76‖**	**40,60,05**	**5,45,26**	**3,85,16**	**6,94**	**1,53,16**	**3·3**	**3,19**	**1,70,17**	..	**20,20**
Other railways	1938-39	42,37,17	4,33,73	38,03,44	7,12,23	4,14,20	1,52,16	1,45,87	3·4	3,28	1,62,90	..	20,31
	1939-40	**42,74,43**	**4,33,73**	**38,40,70**	**7,08,68**	**4,15,26**	**1,44,89**	**1,48,53**	**3·5**	**2,94**	**1,63,52**	..	**17,93**

Interest on Depreciation and Reserve Fund balances.	1938-39	..	..	..	1,03,13	..	..	1,03,13	..	..	..	1,03,13	..
	1939-40	..	..	..	**1,27,48**	..	..	**1,27,48**	..	..	..	**1,27,48**	..
Net Miscellaneous Receipts and Charges not attributable to any one railway.	1938-39	..	..	..	..	..	..	..	..	..	..	..	17,25*
	1939-40	..	..	..	..	..	..	..	..	..	..	..	**19,56***
Total (Central)	1938-39	7,55,25,60	30,01,25	7,25,24,35	1,00,65,24	66,57,25	2,74,68	31,33,31	4·1	49,15	29,29,59	1,37,32	..
	1939-40	**7,58,61,55**	**28,89,11**	**7,29,72,44**	**1,04,01,12**	**67,36,26**	**2,65,86**	**33,99,00**	**4·5**	**35,37**	**29,10,88**	**4,33,19**	..
Provincial Railways	1938-39	..	..	..	(a)1,37	..	..	1,37	..	..	..	1,37	..
	1939-40	..	..	..	(a)14	..	..	**14**	..	..	..	**14**	..
North Western (Commercial)	1938-39	1,13,57,94	..	1,13,57,94	15,66,21	10,30,27	29,41	5,06,53	4·5	..	4,43,09	63,44	..
	1939-40	**1,14,63,25**	..	**1,14,63,25**	**15,53,04**	**10,07,02**	**27,85**	**5,18,17**	**4·5**	..	**4,41,65**	**76,52**	..
Non-Commercial (Strategic) (North Western Railway).	1938-39	34,01,14	..	34,01,14	1,31,69	1,91,19	..	—59,50	—1·7	..	1,32,28	..	1,91,78
	1939-40	**33,81,71**	..	**33,81,71**	**1,39,35**	**1,89,45**	..	**—50,10**	**—1·5**	..	**1,30,61**	..	**1,80,71**

	1938-39.	1939-40.
‡ Includes payments to Jaipur Durbar	7,69	7,66
* Includes recoveries from Travancore Durbar	30	52

|| Includes capital expenditure on Tinnevelly Quilon (Indian State Section).

(a) Represent figures on account of Subsidized Companies.

C.—*General results of working of all Indian Railways.*

31. Traffic and mileage.—The more important statistical figures of traffic on all Indian Railways are summarised in the table below :—

Particulars.	Year.	Class I Railways.	Other Railways.	Total of all Railways.
(i) Total route mileage	1935-36	36,307	4,751	41,058
	1936-37	36,125	4,943	41,068
	1937-38	36,134	4,942	41,076
	1938-39	36,573	4,561	41,134
	1939-40	**36,557**	**4,599**	**41,156**
(ii) Number of passengers originating (in thousands).	1935-36	448,865	34,267	483,132
	1936-37	454,743	34,863	489,606
	1937-38	483,933	37,352	521,285
	1938-39	499,143	31,480	530,623
	1939-40	**499,072**	**30,603**	**529,675**
(iii) Number of passenger miles (in thousands).	1935-36	16,871,303	801,055	17,672,358
	1936-37	16,950,704	833,982	17,784,686
	1937-38	17,933,580	913,666	18,847,246
	1938-39	17,987,655	755,138	18,742,793
	1939-40	**17,793,479**	**728,573**	**18,522,052**
(iv) Tons originating (in thousands)	1935-36	78,754	4,195	82,949
	1936-37	78,444	3,962	82,406
	1937-38	83,121	4,168	87,289
	1938-39	84,367	3,994	88,361
	1939-40	**88,360**	**3,819**	**92,179**
(v) Number of ton-miles (in thousands).	1935-36	19,653,041	258,105	19,911,146
	1936-37	20,525,770	263,367	20,789,137
	1937-38	22,479,591	298,249	22,777,840
	1938-39	21,877,949	280,891	22,158,840
	1939-40	**23,191,528**	**300,936**	**23,492,464**

NOTE.—With the separation of Burma from the 1st April 1937 the Burma Railways are no longer under the Indian Railway Board. Therefore, in order that the results from 1937-38 may be comparable with preceding years, figures in respect of the Burma Railways have been excluded from the results for the years 1935-36 and 1936-37. The true figures for all Indian Railways (including Burma) for the years 1935-36 and 1936-37 may be found in the report for 1936-37.

32. Analysis of earnings.—The total earnings of all railways, including those in which the Government of India have no financial interest amounted to Rs. 111·50 crores, of which Rs. 72·56 crores or 65·1 per cent. were from goods traffic, Rs. 30·47 crores or 27·3 per cent. from passenger traffic and Rs. 8·47 crores or 7·6 per cent. from parcels, luggage and other miscellaneous sources of revenue.

32.1. Passenger earnings.—Passenger earnings decreased by about 1 per cent. from Rs. 30·73 to Rs. 30·47 crores. The following table shows the numbers of and earnings from passengers separately for each class, for the four years prior to the great war (1914-18) and for the last seven years. Graphs showing the number of passengers carried and the passenger miles by classes from 1923-24 are also included :—

[Excluding Burma Railways.]

Year.	No. of passengers carried (in thousands).						Earnings from passengers (in thousands of rupees).					
	1st class.	2nd class.	Inter-mediate class.	3rd class.	Season and Vendors' tickets.	Total.	1st class.	2nd class.	Inter-mediate class.	3rd class.	Season and Vendors' tickets.	Total.
1910 . .	630	2,617	10,702	294,908	23,943	332,800	55,82	74,12	94,99	13,90,22	15,58	16,30,73
1911 . .	647	2,775	11,409	308,458	25,215	348,504	63,31	80,60	1,08,88	14,92,49	16,56	17,61,84
1912 . .	640	2,840	10,508	331,820	26,320	372,128	59,83	79,84	91,37	16,13,25	17,23	18,61,52
1913-14 .	649	3,029	12,000	362,787	29,362	407,827	65,50	84,56	1,03,48	17,43,30	18,92	20,15,76
1933-34 .	394	4,808	10,557	453,524	*	469,283	73,21	1,37,28	1,11,54	26,00,34	*	29,24,31†
1934-35 .	381	4,563	10,316	460,595	*	475,855	74,00	1,36,88	1,11,92	26,23,75	*	29,46,55
1935-36 .	361	4,498	10,469	467,804	*	483,132	75,21	1,41,07	1,11,35	26,36,49	*	29,64,12
1936-37 .	389	4,329	11,085	473,803	*	489,606	78,26	1,42,09	1,14,54	26,02,32	*	29,37,21
1937-38 .	397	4,217	11,324	505,347	*	521,285	79,16	1,44,40	1,22,17	27,62,69	*	31,08,42
1938-39 .	385	4,037	11,376	514,825	*	530,623	77,09	1,39,20	1,23,01	27,34,10	*	30,73,40
1939-40 .	355	3,959	11,338	513,523	*	529,675	69,19	1,36,14	1,27,91	27,14,01	*	30,47,25

* The number of season and vendors' tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

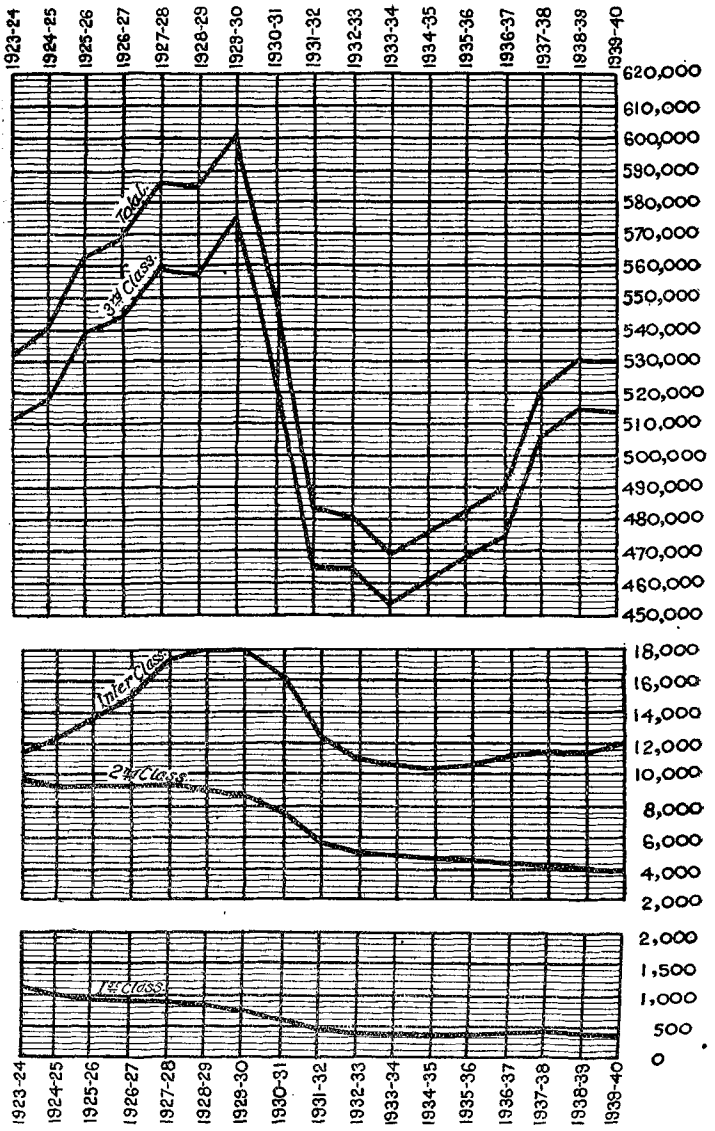
† Includes credit of 1,94 received from the East Indian Railway on account of passengers carried over the Delhi-Ghaziabad section for the period April 1925 to May 1931: details under different classes are not available.

NOTE.—(i) In pre-war reports the sum of the numbers of passengers carried on each separate railway was shown as the total number of passengers carried on all railways. Passengers travelling over two or more railways or two or more gauges of the same railway were thus counted as two or more passengers. The actual number of passengers carried on all railways is in fact the same as the number of passengers originating and this figure has been adopted for "number of passengers carried" in the reports from 1923-24 onwards. As the number of passengers originating is not available prior to 1923-24, the figures of pre-war years have been modified.

(ii) With the separation of Burma from the 1st April 1937 the Burma Railways are no longer under the Indian Railway Board. Therefore, in order that the results for 1937-38 and after may be comparable with preceding years, figures in respect of the Burma Railways have been excluded from the results for 1936-37 and preceding years. The true figures for all Indian Railways (including Burma) for 1936-37 and the preceding years may be found in the Report for 1936-37.

NUMBER OF PASSENGERS CARRIED ON INDIAN RAILWAYS
(EXCLUDING THE BURMA RAILWAYS).

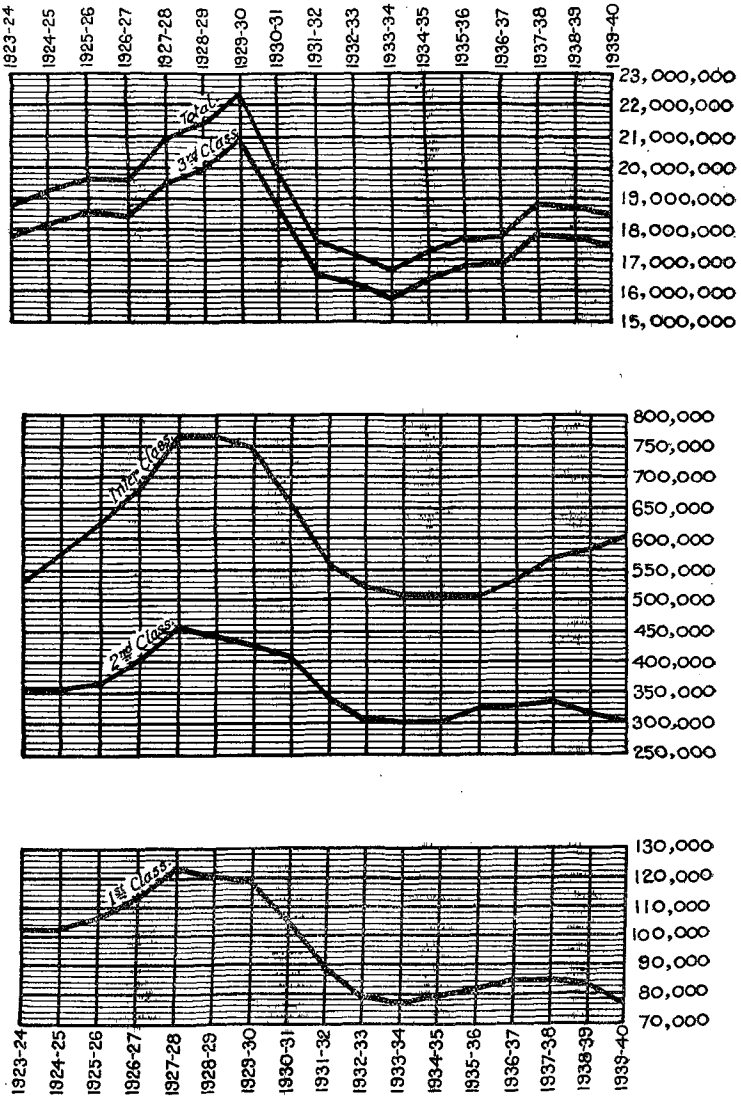
IN THOUSANDS



NOTE.—With effect from 1937-38 the Burma Railways are no longer under the control of the Indian Railway Board. Therefore for purposes of comparison, figures relating to the Burma Railways have been excluded from all the years.

NUMBER OF PASSENGER MILES ON INDIAN RAILWAYS
(EXCLUDING THE BURMA RAILWAYS).

IN THOUSANDS



NOTE.—With effect from 1937-38 the Burma Railways are no longer under the control of the Indian Railway Board. Therefore for purposes of comparison, figures relating to the Burma Railways have been excluded from all the years.

As compared with 1938-39, the number of passengers carried on Class I Railways decreased by about 1 million and earnings by Rs. 22 lakhs. The following statement shows the variations on each railway :—

(Figures in thousands.)

Railway system.	Variation as compared with 1938-39. Passengers carried.	Earnings.
	No.	Rs.
Assam Bengal	+857	+3,82
Bengal and North-Western	-2,013	-1,87
Bengal Nagpur	+74	+2,57
Bombay, Baroda and Central India	-152	-7,61
Eastern Bengal	+2,692	+8,38
East Indian	+17	-17,03
Great Indian Peninsula	+461	+45
Jodhpur	+179	+24
Madras and Southern Mahratta	-621	+3,33
Mysore State	+701	+1,63
H. E. H. the Nizam's State	-204	-24
North Western	+1,572	-5,71
Rohilkund and Kumaon	+420	+1,44
South Indian	-4,834	-11,86
Total	-851	-22,46

It will be seen that the number of passengers carried declined on five railways while the earnings fell off on seven. But the fall in earnings as compared with the figures of 1938-39 is due to the heavy passenger traffic on the railways serving North and Central India consequent on the occurrence of the Kumbh Mela during the previous year. Important fluctuations with the reasons therefor are indicated below :—

Bombay, Baroda and Central India.—Fall in traffic is entirely on the metre gauge due to famine conditions in Rajputana and Kathiawar areas.

East Indian.—Earnings were generally affected by the adverse effect of war particularly on upper class passengers due to restricted overseas travel, less tourist traffic and restrictions on or abandonment of certain cold weather social functions, tournaments, etc. Third class traffic also suffered as the year under review was less auspicious for marriages and pilgrimage.

North Western.—There was general falling off in the earnings under all classes, which was particularly heavy under third class in spite of an increase in the numbers. The factors affecting the earnings were :—

(i) road motor competition,

(ii) indifferent trade conditions accompanied by a restricted spending power of the public; and

(iii) a decline in average lead under all classes.

Eastern Bengal.—Improved trade conditions after the outbreak of the war resulting in increased passenger traffic, particularly third class and greater popularity of return and concession tickets in second and intermediate classes.

Madras and Southern Mahratta.—A cyclone during November 1938 over the North-East Section of the broad gauge and another in the Guntur area in November 1939, and the continuance of the 1938-39 famine conditions well into 1939-40 in the Chingleput District, coupled with low prices for commodities, affected the traffic on the broad gauge adversely. On the other hand, the earnings on the metre gauge improved mainly as a result of the diversion of the Bombay passengers, principally from the Hubli District, to the all-rail route, as the regular coastal steamer services between Marmagao Harbour and Bombay were dislocated after the outbreak of war.

South Indian.—Chiefly under third class due to adverse economic conditions in the country, widespread breaches following heavy rains, and stoppage of emigration of labour to Ceylon.

First class traffic also showed a falling off. This was due to increasing use being made of the road by private motor car owners, Ministers of Government travelling in lower class, and decline in tourist traffic.

32.2. Goods earnings.—The earnings from goods traffic on all railways increased by Rs. 399 lakhs. There were appreciable increases under fuel (mainly coal), miscellaneous goods, metallic ores, cotton raw, fruits and fresh vegetables, salt, iron and steel wrought, provisions, rice and gram and pulse and other grains, while, sugar, refined and unrefined, and oil seeds showed decline.

The tonnage of, and earnings from, the principal commodities carried by Class I Railways during 1939-40 as compared with 1938-39, are shown in the statement below :—

Commodity.	1938-39.		1939-40.		Increase (+) Decrease (—) in earnings.
	No. of tons originating (millions).	Rs. (crores).	No. of tons originating (millions).	Rs. (crores).	Rs. (lakhs).
Increases.					
Fuel for the public and foreign railways.	22·74	11·59	24·19	12·90	+131
Other commodities . . .	10·50	11·77	10·68	12·45	+ 68
Metallic ores	3·64	1·06	3·99	1·51	+ 45
Cotton raw	1·03	2·89	1·07	3·17	+ 28
Fruits and vegetables fresh .	3·12	1·27	4·47	1·53	+ 26
Salt	1·35	1·78	1·49	2·04	+ 26
Iron and steel wrought . .	1·50	2·63	1·54	2·89	+ 26
Provisions	1·25	3·06	1·32	3·29	+ 23
Rice	3·51	3·39	3·89	3·60	+ 21
Gram and pulse and other grains	2·57	3·31	2·70	3·51	+ 20
Materials and stores on revenue account.	13·80	2·95	14·06	3·12	+ 17
Wheat	1·76	2·40	1·85	2·54	+ 14
Military traffic . . .	0·32	0·31	0·43	0·45	+ 14
Fodder	1·32	0·87	1·33	0·97	+ 10
Wood unwrought . . .	1·26	0·85	1·32	0·93	+ 8
Molasses	0·88	1·01	0·79	1·07	+ 6
Railway materials . . .	2·96	0·47	3·60	0·52	+ 5
Jute raw	1·03	1·18	1·04	1·22	+ 4
Marble and stone . . .	3·27	0·91	2·70	0·94	+ 3
Cotton manufactured . .	0·72	2·59	0·73	2·61	+ 2
Kerosene oil	0·80	1·58	0·80	1·59	+ 1
Tobacco	0·33	0·88	0·33	0·89	+ 1
Livestock	0·18	0·55	0·19	0·56	+ 1
Decreases.					
Sugar, refined and unrefined .	1·19	2·16	0·81	1·33	— 83
Oilseeds	2·74	3·60	2·44	3·34	— 26
Petrol	0·32	1·17	0·33	1·16	— 1
Manures	0·28	0·19	0·27	0·18	— 1
TOTAL .	84·37	66·42	88·36	70·31	+389

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

33. Capital Expenditure.—At the end of March, 1940, the total capital at charge on all railways, including those under construction, amounted to Rs. 852·59 crores, of which Rs. 758·62 crores was capital at charge on State-owned Railways inclusive of premia paid in the purchase of Companies' lines. The remainder, Rs. 93·97† crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned Railways is composed as follows:—

	£
Liability and debt incurred in purchase of Railways .	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	-29,284,941
Net amount outstanding	120,821,689*
	Rs. (omitting 000)
Direct expenditure by Government	5,97,52,59
The above sterling figure converted into rupees . .	1,61,08,96*
Grand Total .	7,58,61,55

By far the greater portion of this amount, namely Rs. 7,29,72,44,000 is Government Capital and only 1-25th or Rs. 28,89,11,000 is owned by Companies. These figures include Rs. 33,81,71,000 on account of capital expenditure to the end of March, 1940, on strategic lines.

33.1. The total capital outlay on all railways during 1939-40 was Rs. 5·90 crores, of which Rs. 4·48 crores were spent on State-owned Railways. The following statement shows how this outlay of Rs. 4·48 crores was distributed between open line works, rolling-stock and new line, similar figures being given for the previous four years and for 1913-14.

Year.	Open Lines.			New lines.	Grand Total.
	Works including Stores and general charges.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14§	9·30	7·31	16·61	1·86	18·47
1935-36§	2·24	0·05	2·29	0·29	2·58
1936-37 including Burma .	1·08	—0·80	0·28	..	0·28
1936-37 excluding Burma .	1·16	—0·66	0·50	..	0·50
1937-38	0·63	—0·06	0·57	—0·05	0·52
1938-39	1·78	0·49	2·27	0·06	2·33
1939-40	2·89	0·89	3·78	0·70	4·48

* £2,575,000 representing share capital of the Great Indian Peninsula Railway paid off during 1925-26 has been converted at the average rate of exchange for that year and the balance of £118,246,689 at the rate of 1*s.* 6*d.* to the rupee.

† Includes Rs. 8,87,000 representing outlay on the Alnavar-Dandeli Railway.

§ Includes Burma.

NOTE.—A part of the capital expenditure on Provincial railways (14,61) shown separately in previous years has been included under direct expenditure by Government (13,22) and the balance (1,39) representing expenditure on a siding has been omitted.

33.2. The distribution of the capital outlay in 1939-40 over the different State-owned lines is shown in the summary below:—

(Figures in lakhs.)

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling-stock.	Total.		
	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur . . .	22	10	32	..	32
Bombay, Baroda and Central India	11	6	17	..	17
Eastern Bengal . . .	3	2	5	..	5
East Indian	1,60	64	2,24	..	2,24
Great Indian Peninsula . .	9	—5	4	—1	3
Madras and Southern Mahratta .	3	9	12	..	12
North Western . . .	25	—6	19	64	83
South Indian	24	7	31	..	31
Other Indian Railways . .	32	2	34	7	41
Total .	2,89	89	3,78	70	4,48

34. Mileage of lines opened during 1939-40.—73·88 miles of railways were opened to public traffic during the year, the whole of this mileage being on the 3′ 3⅜″ gauge.

Name of line.	Gauge.	Mileage.	Owner.	Working Agency.	Date of opening.
Khadro-Nawabshah . .	3′ 3⅜″	30·72	State Line .	Jodhpur Railway.	20th November, 1939.
Kunkavav Dardi . . .	3′ 3⅜″	7·34	Indian State Line	Gondal Railway	19th March, 1940.
Jhunjhunu to Loharu . .	3′ 3⅜″	35·82	Ditto .	Jaipur State Railway.	20th November, 1939.
Total .		73·88			

35. Mileage of lines sanctioned in 1939-40.—During the year under review sanction was accorded to the construction of a new line by the Jamnagar and Dwarka Railway from Jam-Wanthali to Kalawad a length of 16·00 miles on the metre gauge.

36. Lines under active construction on 31st March 1940.—At the end of the financial year 1939-40 the mileage of new lines under active construction was as follows:—

	Miles.
5′ 6″ gauge	88·34
3′ 3⅜″ ,, ...	235·79
Total .	324·13

The lines under active construction are given in the table below which also shows the construction agencies and the extent of progress made.

Name of line.	Gauge.	Mileage actually under construction.	Working Agency.	* Progress of work (proportion completed on the 31st March 1940).
(i) Phalodi Pokaran . . .	3′ 3⅜″	35·40	Jodhpur Railway.	0·52
(ii) Sagar-Talaguppe . . .	3′ 3⅜″	9·43	Mysore State Railway.	0·69
(iii) Mudkhed-Adilabad . . .	3′ 3⅜″	100·69	N. S. Railway.	0·50
(iv) Sadulpur-Rewari (portion) .	3′ 3⅜″	31·01	Bikaner State Railway.	0·59
(v) Sikar-Fatehpur Section . .	3′ 3⅜″	29·26	Jaipur State Railway.	0·99
(vi) Hadmatia-Dhrol-Jodiya Extension.	3′ 3⅜″	30·00	Jamnagar-Dwarka.	0·70
(vii) Sind Right Bank Feeder—				
(a) Larkana to Silra Shahdad Kot.	5′ 6″	32·16	N. W. Railway.	0·75
(b) Silra Shahdad Kot to Jacobabad.	5′ 6″	51·82		
(viii) Cochin Railway Extension to link with the Harbour Railway (Idappali-Ernakulam Extension).	5′ 6″	4·36	S. I. Railway.	0·87
Total .	..	324·13		

* 0·30 signifies that 3/10th of the work has been done.
0·50 „ that half the work has been done.
1·00 „ completion of the work.

37. Lines sanctioned in 1939-40.

37.1. Jamwanthali-Kalawad.—The construction by the Jamnagar-Dwarka Railway of a metre gauge railway line from Jamwanthali to Kalawad was sanctioned in October 1939. The line, which will be about 16 miles in length, will lie entirely within Nawanagar State territory, and is intended to develop the area through which it will pass. However, owing to priority having to be accorded to certain other urgent relief works in the State, the Nawanagar Durbar decided, in March 1940, to postpone temporarily construction work on the line.

38. Surveys.—On account of the uncertain conditions regarding availability of railway material, etc., prevailing as a result of the outbreak of the war, very few surveys were undertaken during the year. Certain important surveys such as a fresh traffic survey of the Tanjore-Pattukkottai and Arantangi-Karaikkudi Railways, a traffic survey of the Mettupalaiyam-Satyamangalam-Chamrajnagar Railway as also a survey in connection with the Amingaon Brahmaputra Railway Bridge project had to be deferred for this reason.

On the East Indian Railway, however, a survey was made in respect of a third (Down slow) line between Khana Junction and Ondal and plans and estimates were prepared. Similarly, the survey for the re-alignment and re-grading of the Jamrao-Jhudo line of the Jodhpur Railway was sanctioned in July 1939 and completed by December.

The detailed survey in connection with the retirement of the main Eastern Bengal Railway line between Ishurdi and Abdulpur to meet the possibility of an attack by the Ganges about which a reference was made in the last year's report, was completed during the year, and as the scheme had been sanctioned by the Railway Board, land acquisition proceedings, and the preparation of detailed estimates and designs for the bank and spill openings were put in hand.

39. Lines under construction during 1939-40.—With the exception of the Sind Right Bank Feeders Railway, all the lines under construction during the year were railways projected within Indian State territories. The following is a brief account of the progress made on each during the year :—

39.1. Phalodi-Pokaran.—Construction work on this line, which is intended to serve the important town of Pokaran, was started in March 1939, and such good progress was maintained during the year by the Jodhpur Railway Administration that it is expected to open the entire length of 35·40 miles to traffic fairly early in the coming year.

39.2. Sagar-Talaguppe.—Progress on this line in the Mysore State, which was started in June 1938, was slow on account of delay in the receipt of permanent way and other materials. It is not, therefore, expected that it can be opened to traffic until the new year is well advanced.

39.3. Mudkhed-Adilabad.—This line of about 100 miles was commenced in February 1939 with the object of developing the extensive mineral, forest and agricultural resources of the Adilabad district of His Exalted Highness the Nizam's Dominions. The line will pass for the most part through rugged country and though there are no large rivers to cross, yet the smaller rivers and nullahs will, it is estimated, necessitate 21 major and 172 minor bridges. Good progress was maintained on earth and masonry work of which about 75 per cent. was completed during the year, but the advent of the war has brought in the difficulty of procuring permanent way materials and the opening of the line will therefore be delayed.

39.4. Sadulpur-Rewari.—As reported last year, out of a total of 87·45 miles two sections aggregating 56·44 miles, *viz.*, Sadulpur to Loharu and on to Mohindergarh, were opened by February 1939. Progress was maintained on the work on the third section from Mohindergarh to Rewari, 31·01 miles.

39.5. Sikar-Bissau.—Good progress was made on the Sikar-Fatehpur, Sikar section of this line, 29·26 miles, and the section was made ready for opening very early in the new year. Work on the remaining 18·62 miles has, however, been deferred.

39.6. Hadmatia-Jodiya.—Progress on this line was slower than was anticipated last year due in large measure to the delay in receipt of materials and by the end of the year only about 70 per cent. of the construction work was done.

39.7. Sind Right Bank Feeder.—Owing to the importance of this line as required to provide adequate facilities for the transport of agricultural produce from the area on the right bank of the Indus, construction work was pushed on and substantial progress made by the end of the year, so as to permit of its opening for traffic as early as possible in the new year.

39.8. Shoranur-Cochin Railway Harbour Extension.—This work was mentioned in the reports for 1937-38 and 1938-39. It was completed during the year under review but for reasons connected with the completion of the railway within the port area, the opening of the extension had to be deferred.

40. Lines opened during 1939-40.

40.1. Kunkavav-Derdi.—This line, 7·34 miles long, which was reported as being under construction last year, was opened for traffic on the 19th March 1940. It lies wholly in the Gondal State and will serve an area which, before its construction, was not served adequately even by roads.

40.2. Jhunjhunu-Loharu.—This extension of the Jaipur State Railway, 35·82 miles long, which was designed to provide transport facilities near the northern boundary of the Jaipur State, was completed and opened on the 20th November 1939.

40.3. Khadro-Nawabshah.—The Khadro-Nawabshah section of the Jodhpur Railway, a length of 30·72 miles, was also opened to traffic on the 20th November 1939.

This line together with the existing Mirpurkhas-Khadro line, now provides a through metre gauge connection from Nawabshah, on the main line of the North Western Railway, to Mirpurkhas, an important junction station on the Jodhpur Railway.

41. Important New works.—No new works of any magnitude were undertaken during the year under review.

42. Open line improvements.

42.1. Realignment and transitioning of main line curves on the East Indian Railway.—Out of 568 curves on the main lines of the East Indian Railway, only about a hundred had been realigned and transitioned. It was, however, felt that for the improvement of running at fast speed on curves, it was necessary to realign and recondition all curves and accordingly an estimate amounting to about Rs. 1¾ lakhs was prepared for the treatment of all main line curves on the railway and sanctioned in December 1939.

42.2. Coimbatore Station, South Indian Railway.—Progress was maintained on the remodelling of this station, and among the major works completed during the year were the provision of passenger yard facilities with administrative offices, a combined booking and parcels office, a waiting shed for passengers and waiting rooms for upper class passengers and also Indian and European refreshment rooms.

42.3. Remodelling Locomotive Yard at Delhi, North Western Railway.—Owing to the fact that the locomotive yard at the Delhi Main station did not provide adequate facilities for the economical handling of the engines homed in the locomotive shed and that difficulty was also experienced in the movement of coal wagons, necessitating the use of the 85′ engine turntable as a bridge, a scheme to remodel the locomotive yard at Delhi Main was sanctioned. In addition, sanction was given to extend the goods platform at New Delhi and to provide a shed thereon.

42.4. Purchase of land for goods shed, Delhi, North Western Railway.—Taking into consideration the probable future development of New Delhi and Old Delhi which will also entail the extension of the New Delhi (Sadar) goods station and yard, sanction was accorded to a proposal by the North Western Railway to acquire at an estimated cost of Rs. 3,71,000, a strip of waste land lying between the Gerstin Bastian Road, Delhi, and the New Delhi (Delhi Sadar) goods yard which was being administered by the Delhi Improvement Trust.

42.5. Permanent-way renewals.—(i) *Assam Bengal Railway.*—On the Assam Bengal Railway good progress was made with the programme for renewal of 50 lb. rails with 60 lb. ones. The works of relaying 46 miles of line between Safrai and Tinsukia and 72 miles of the Gauhati branch between Lanka and Digaru with 60 lb. B. S. R. rails were also taken in hand.

(ii) *Eastern Bengal Railway.*—On this railway about 39 miles of broad gauge track were relaid with 90 lb. rails. Of this, 19 miles consisted of complete relaying and the rest comprised rails being linked on existing sleepers. Track on branch lines and station yards was also relaid with second hand rails released from this relaying.

(iii) *East Indian Railway.*—On the Howrah Division 45 miles of main line track were relaid with 90 lb. rails and on the Dinapore Division 31 miles were relaid with 90 lb. rails.

(iv) *North Western Railway.*—An aggregate of about 39 miles on the main lines of the North Western Railway were relaid with 90 lb. rails.

42.6. Water supply to Basin Bridge and Madras Central stations, Madras and Southern Mahratta Railway.—Water for locomotives at Basin Bridge and Madras Central stations, was being taken from the Madras Corporation at a cost of Rs. 1-8 per thousand gallons. During a scarcity of water in 1939, the railway had to provide auxiliary arrangements which increased the already high cost of water. As good water was available in adequate quantities at

mile 7/5-19, of the North East section of the railway, a scheme was prepared to provide for an independent railway supply at an estimated cost of Rs. 2·25 lakhs covering the installation of the necessary pumps and pipe lines to pump the water to the Basin Bridge and the Madras Central stations It is anticipated that these arrangements will reduce the cost of water for railway purposes to about 6 annas per thousand gallons.

42.7. Raising, doubling and bridging the main line between Sonepur and Chupra, Bengal and North-Western Railway.—A full description of this scheme was given in the report for 1937-38. Only 50 per cent. of the work could be completed by the end of the year as it was held up owing to delay in the acquisition of the necessary land. It is expected that the work will take another year for completion.

42.8. New hospital at Lahore.—Mention was made of this work in the report for 1938-39. The hospital, which was completed on 3rd December 1938, has been named the Cairns Hospital after Dr. James Cairns who rendered distinguished service as the Chief Medical and Health Officer of North Western Railway from 1st October 1927 till his sudden death on 16th December 1939.

43. Important Works Sanctioned.

43.1. Additional line facilities on the Moradabad Division, East Indian Railway.—During the busy season of 1938-39, serious congestion of traffic was experienced on the Moradabad Division which had its repercussions also on the adjacent divisions and on all traffic on the upper part of the East Indian Railway System. An examination of the points of congestion and of the operating difficulties experienced indicated that the existing lines and terminal facilities on this division were inadequate to deal promptly with the volume of traffic offering. Consequently a comprehensive scheme was drawn up by the East Indian Railway with a view to enable the existing traffic to move both freely and expeditiously and also to provide a small margin for any rise in traffic in the future.

The works included in the scheme were, briefly, 10 new crossing stations, additions and alterations to 5 station yards, a new bridge at Shahjahanpur and the doubling of certain short lengths of line, etc. The cost of the works was estimated at about Rs. 22 lakhs, out of which it was proposed to spend about Rs. 6 lakhs during the year under review. The scheme was generally approved and the commencement of various works authorised during the year.

43.2. Regirdering the Dufferin Bridge at Benares, East Indian Railway.—The existing Dufferin Bridge at Benares was opened to traffic as long ago as 1st October 1887. For several years it had been realised that it was essential to regirder the bridge, as the strength of the existing girders is only 60 per cent. of the standard laid down and there is a permanent speed restriction of 10 miles per hour for all traffic. The bridge, moreover, carries only a single line and forms a bottle neck for the traffic to the west of the United Provinces and the Punjab.

A project for renewing the girders of the bridge was accordingly prepared providing for double line girders to M. L. standard together with a separate overhead roadway 25′ wide for vehicular traffic and two footpaths 4′ wide on each side. The total cost of the work is estimated at Rs. 83 lakhs but of this a sum of Rs. 25½ lakhs is debitable to the United Provinces Government, leaving Rs. 57¾ lakhs to be borne by the railway. The work was sanctioned in August 1939.

43.3. Regirdering the Narbada Bridge at Mortakka, Bombay, Baroda and Central India Railway.—The existing bridge over the Narbada river at Mortakka was constructed about 60 years ago and is now required to carry not only a larger volume of traffic but also appreciably heavier engines. The regirdering of the bridge to make it suitable for present day requirements was therefore an urgent necessity, and an estimate amounting to about

Rs. 17 lakhs was accordingly sanctioned in April 1939. The work will take two years to complete as the bridge is a large one consisting of 14 spans of 200 feet girders. The regirdering will be done with the necessary alterations of the piers. The designs for the regirdering, which have been prepared in India embody a new and economical type of welded strut member, the adequacy of which has been proved by tests carried out in advance.

44. Bridge strengthening programme.

44.1. Mansi Bhaptiahi Section—Bengal and North-Western Railway.—On account of a change in the course of the Kosi river the bridges on the section between Mansi and Sonbarsa Katchary have to take the greater portion (about 83 per cent.) of the Kosi water in addition to their previous discharge and it was therefore found necessary to strengthen the pitching of the guide banks, to modify the shape of the pitched abutments, to provide bulb abutments with aprons of stone where necessary and to provide additional pitching round the wells of these bridges. An estimate amounting to Rs. 2,36,028 for the work was sanctioned in October 1939 and it is anticipated that the work will be completed in about a year.

44.2. Regirdering canal bridge at mile 2/15-16, Eastern Bengal Railway.—The abutments of the Cut canal bridge at mile 2/15-16 on the Sealdah-Dum Dum section were found to have been sinking and sliding. After observations extending over several years, it was ultimately decided to rebuild the bridge with two new 133 feet girder spans and new abutments. The work was taken in hand during the year at a cost of Rs. 3·39 lakhs and is being carried on under traffic, as the bridge carries four main lines, all of which have to be kept open to traffic.

44.3. Aie Bridge, Eastern Bengal Railway.—As reported last year, the bridge on the Aie river at mile 247/3 was damaged and outflanked in July 1938, through communication being restored by temporary means at the time. During the year under review the guide bund was extended, the pier that had been washed away was replaced by another pier at a new site and two 40 feet spans were replaced by a 100 feet span at a cost of Rs. 2·59 lakhs. The right and left guide banks and the spur were also restored at a further cost of Rs. 2·71 lakhs.

44.4. Tarrang Bridge, Eastern Bengal Railway.—Owing to a change in the regime of the Tarrang river and an increase in the volume of its discharge, it was found necessary to construct a new bridge with one 40 feet span and two 100 feet span girders to the east of the existing bridge over the Tarrang. The work which is estimated to cost Rs. 2·51 lakhs was put in hand.

44.5. Hardinge Bridge, Eastern Bengal Railway.—During the working season before the floods of 1939 an extension of the Raita protection bank from chainage 40 to 45 was carried out, necessitated by the formation of an embayment at its head. The bank was also realigned between chainages 26·33 and 40. Pitching stone to the extent of 5 lakhs cubic feet was added to the protection around the piers of the bridge and shortages of stone were made up to the extent of 6·07 lakhs cubic feet in the apron and slopes of the Right Guide Bank.

The work of extending the Left Guide Bank by 5,000 feet was continued, about 97·4 lakhs cubic feet of earthwork and 36·91 lakhs cubic feet of stone pitching being carried out.

Emergency arrangements during the flood season of 1939 were continued.

Survey work on the proposed realignment of the main line between Ishurdi and Abdulpur was completed and land acquisition proceedings taken in hand.

CHAPTER IV.

TRANSPORTATION.

A.—*Operating.*

45. Volume of traffic handled.—The volume of business handled on railways is best indicated by figures of "passenger miles" for passenger traffic and "net ton miles" for goods traffic. These terms represent the total number of passengers and tons carried respectively multiplied by the miles over which they were moved. In the following statement the figures of Class I Railways for the year under review are compared with those for the previous two years. The net ton miles shown in the table do not include the tonnage hauled by purely departmental trains but this was only about 2 per cent. of the total.

(Figures in thousands.)

Particulars.	Class I Railways.			
	1937-38.	1938-39.	1939-40.	Percentage of increase (+) or decrease (—) compared with 1938-39.
Passenger miles . . .	18,076,399	17,987,655	17,793,479	—1·08
Net ton miles . . .	22,043,046	21,394,147	22,671,560	+5·97

NOTE.—The figures of Mysore State Railway have been included in those for 1937-38 for purposes of comparison.

46. Train miles.—The number of train miles run to carry the above traffic is given in the table below:—

(Figures in thousands.)

Particulars.	CLASS I RAILWAYS.											
	BROAD GAUGE.				METRE GAUGE.				NARROW GAUGE.			
	1937-38.	1938-39.	1939-40.	Percentage of variations with 1938-39.	‡ 1937-38.	1938-39.	1939-40.	Percentage of variations with 1938-39.	‡ 1937-38.	1938-39.	1939-40.	Percentage of variations with 1938-39.
Passengers (including proportion of mixed) train miles.*	71,858	73,494	72,481	—1·38	33,903	34,986	33,953	—2·95	2,681	2,637	2,565	—2·73
Goods (including proportion of mixed) train miles.†	47,280	48,018	50,462	+5·09	18,311	18,758	19,457	+3·73	1,831	1,754	1,825	+4·05

* Includes mileage of electric locomotive and electric multiple unit trains but excludes departmental.
† Includes mileage of electric locomotive trains but excludes departmental.
‡ Includes figures for the Mysore State Railway for purposes of comparison.

Passenger train miles decreased by 1·38, 2·95 and 2·73 per cent. on the broad, metre and narrow gauges respectively. On the other hand, goods train miles increased by 5·09 per cent. on the broad gauge, 3·73 per cent. on the metre gauge and 4·05 per cent. on the narrow gauge. Detailed figures of train and engine miles performed by individual Class I Railways are given in Statements 17 and 32 and those for each Class II and III Railways in Statement 37 of Volume II of this report.

The trend of the volume of traffic and work done during 1929-30, 1932-33 and the last four years on Class I Railways is illustrated below on the basis of index figures :—

Year.	* Passenger miles.	* Passenger train miles.	Coaching vehicle miles.	* Freight ton miles.	* Goods train miles.	Wagon miles.
1929-30	100	100	100†	100	100	100†
1932-33	77	87	89†	81	81	83†
1936-37	79	96	94†	100	97	100†
1937-38	84	102	96†	110	103	108†
1938-39	83	104	98	107	105	108
1939-40	**83**	**102**	**96**	**113**	**110**	**112**

* Includes figures for Mysore State Railway.
† Excludes Mysore State Railway for which figures are not available.

The above figures show that the railway administrations have not always found it practicable to adjust their train services to the drop in passenger miles, train miles showing in fact a slight increase. This is due to the endeavours of railways to provide more frequent service to the travelling public. In the year under review, however, there is evidence of a reduction in train mileage. The loads of trains have been adjusted to some extent and this is reflected in a decrease in coaching vehicle miles—although not so marked as in the case of passenger miles.

47. Shunting and " Other engine " miles.—These refer to engine mileage of an unproductive character, *viz.*, shunting, light and assisting engine mileage. This was equivalent to about 19 per cent. of the total engine miles (including departmental). The departmental train and engine mileage—which is also not directly productive—amounted to 10·2 million miles or about 4 per cent. of the total. As shunting miles form the greater proportion of unproductive mileage, *i.e.*, about 68 per cent. of the total unproductive engine miles, the following table has been prepared to show the ratio per 100 train miles on the passenger and goods services on Class I Railways :—

Particulars.	Broad gauge.				Metre gauge.			
	1937-38.	1938-39.	**1939-40.**	**Percentage of variations with 1938-39.**	1937-38.	1938-39.	**1939-40.**	**Percentage of variations with 1938-39.**
Shunting miles per 100 train miles (Passenger and proportion of mixed).	5·06	4·96	**5·12**	**+ 3·23**	4·36	4·71	**4·83**	**+2·55**
Shunting miles per 100 train miles (Goods and proportion of mixed).	33·3	33·9	**33·0**	**— 2·65**	33·9	34·3	**33·6**	**—2·04**

48. Engine performance.—The work done by engines is generally judged by the figure " engine miles per engine per day ". This is expressed either in relation to the number of engines on the line or engines actually in use. On the former basis the daily mileage increased from 79 to 81 on the broad gauge and from 76 to 78 on the metre gauge, and on the latter basis there was an increase from 115 to 117 on the broad gauge but a decrease from 110 to 107 on the metre gauge. On the broad gauge the percentage of engines under or awaiting repairs in mechanical and transportation workshops decreased from 18·9 in 1938-39 to 17·6 per cent. in 1939-40, while on the metre gauge it increased slightly from 12·8 to 13·2.

49. Passenger trains.—Various factors have to be taken into consideration in arranging for passenger train services, the chief among them being changes in the nature and flow of traffic. The railways endeavour to ascertain these by carefully scrutinising the wishes expressed by private individuals and public bodies. Finally time-tables are drawn up half-yearly keeping in view both the public and railway needs. Some railways refer their proposals for changes in the time-tables to their local Advisory Committees for comment and criticism before they are finally adopted. In the year under report owing to the war conditions train services had to be modified partly as a result of increased demands for military movements and partly of the more pressing need for economy. The more important of the changes effected are indicated below :—

49.1. Mail and Express trains.—*Assam Bengal Railway.*—On the outbreak of war in September 1939, the passenger and mixed train mileage was curtailed by about 20 per cent. The run of two express trains between Chittagong and Laksam was curtailed. Consequently additional stops were provided on mail and fast trains to meet public demand.

Bombay, Baroda and Central India Railway—Broad Gauge.—(i) No. 5 Down Kathiawar Mail leaving Bombay Central at 21-30 hours was timed to arrive at Viramgam at 8-0 hours instead of 8-25 hours and was booked to run through Ambli Road and Jakhvada stations.

(ii) No. 10 Up Kathiawar Mail was timed to leave Viramgam at 19-20 hours instead of at 19-25 hours and run from Ahmedabad in advance of No. 2 Up Gujrat Mail arriving at Bombay Central at 6-45 hours. This was booked to run through Jakhvada, Ambli Road and Sabarmati.

(iii) No. 2 Up Gujarat Mail was timed to leave Ahmedabad at 22-0 hours instead of at 21-20 hours and run to the timings of No. 10 Up Kathiawar Mail arriving Bombay Central at 7-25 hours.

East Indian Railway.—One express train each way between Lucknow and Delhi was withdrawn.

Great Indian Peninsula Railway.—From November 1939 the running of the **" Deccan Queen "** was discontinued. From October 1939 the weekly running of the **" Indian Imperial Mail "** was cancelled.

49.2. Suburban trains.—*Bombay, Baroda and Central India.*—During the down evening peak, additional trains were provided on the Church Gate-Bandra section amounting to an increase of 19 per cent. in capacity; a corresponding reduction was, however, made during the non-peak period.

49.3. Other passenger trains.—*Assam Bengal Railway.*—27 mixed trains and two passenger trains were cancelled and the run of 8 mixed trains was curtailed. In order, however, to meet the needs of traffic, the run of two mixed trains was extended and 3 new mixed trains and one passenger train were introduced.

Bengal and North-Western Railway.—Passenger train services were reduced by 10 per cent. to conserve power for possible increased goods movement.

Bombay, Baroda and Central India Railway—Broad Gauge.—The provision of a triangle at Nagda enabled the Ratlam-Nagda-Ujjain service to be worked with an " H " class engine to accelerated timings as under :—

(*a*) 97 Down was timed to leave Ratlam at 8-35 hours instead of at 6-55 hours and arrive at Ujjain at 11-8 hours instead of at 10-40 hours.

(*b*) 100 Up was timed to leave Ujjain at 18-0 hours instead of at 17-25 hours and arrive at Ratlam at 20-50 hours as before.

78 Up leaving Amalner at 15-30 hours for Nandurbar was extended to Surat, arriving there at 5-5 hours so as to connect with the main line trains No. 7 Down Passenger, 12 Up Passenger and Up **" Flying Ranee "** at Surat.

Metre gauge.—(i) One fast passenger train each way between Kalol and Ahmedabad was extended to run from and to Mehsana.

(ii) One passenger train was introduced between Sabarmati and Ahmedabad.

(iii) Four local fast passenger services were re-introduced between Ajmer and Beawar and the run of two passenger trains between Sabarmati and Ahmedabad was extended from and to Kalol.

(iv) Two passenger trains between Muttra Cantonment and Brindaban and two between Bandikui and Jaipur were cancelled.

Narrow gauge.—During the busy season two fast mixed trains were introduced between Anklesvar and Rajpipla.

East Indian Railway.—37 passenger and 2 mixed trains were withdrawn from service. In order, however, to minimise inconvenience to the public 8 new passenger trains were introduced and the run of five passenger trains and one mixed train was extended over selected sections. In addition, four sentinel coach trips were introduced between Aligarh and Hathras Kilah. These changes had the effect of reducing the passenger train miles by 1,712 per day.

Great Indian Peninsula Railway.—The run of two passenger trains between Kalyan and Atgaon was altered to Kalyan and Asangaon. Two passenger trains were converted into mixed trains on the Pulgaon-Arvi, Itarsi-Nagpur and Badnera-Amraoti branches.

The run of two mixed trains (Murtazapur-Karanja) was extended to Yeotmal. Two additional trains each way were introduced between Kurla and Chembur. The following trains were cancelled :—

Trains.	*Section.*
2 passenger trains . . .	Bhusaval-Jalgaon.
2 ,, ,, . . .	Jubbulpore-Katni.
2 ,, ,, . . .	Saugor-Damoh.
2 mixed trains	Agra-Hatshamshabad.

Madras and Southern Mahratta Railway.—Every attempt was made to keep the passenger and mixed train mileage as low as possible by making suitable adjustments in the train services. The comparative figures are :—

	Passenger and mixed train miles (per day).	
	Broad gauge.	Metre gauge.
1st April 1938	11,973	12,713
1st April 1939	11,991	12,378
1st October 1938	12,033	12,864
1st October 1939	12,033	12,378
31st March 1938	11,991	12,479
31st March 1939	11,887	12,378

The following trains were cancelled :—

	Between.
Broad gauge—	
2 passenger trains . . .	Katpadi and Jalarpet.
1 workmen train . . .	Rayapuram and Basin Bridge.
Metre gauge—	
2 local trains . . .	Hubli and Dharwar.
2 passenger trains . .	Mormugao Harbour and Sanvordem.
2 mixed trains . . .	Sanvordem and Collem.

Mysore.—To maintain connection with Madras and Southern Mahratta Railway Hubli-Poona mail trains, two shuttle trains were introduced on the Arsikere-Hubli section. Two shuttle trains between Davangere and Harihar were cancelled.

Rohilkund and Kumaon Railway.—As an economy measure one train each way was cancelled on the Bareilly-Kasganj, Pilibhit-Mailani and Mailani-Lucknow sections.

49.4. Speeds.—*Assam Bengal Railway.*—The maximum sanctioned speeds were increased as follows :—

Section.	Miles per hour.	
	From	To
Karimganj-Baraigram	25	35
Baraigram-Dullabcherra		
Baraigram-Kalkalighat		
Lumding-Lanka	35	45

The maximum permissible speed of nine other sections was also increased from 35 to 37 miles.

Bengal and North-Western Railway.—The permissible maximum speed for passenger trains was raised from 40 to 45 miles per hour on certain sections.

East Indian Railway.—There was no significant change in the booked speed of any of the mail, express or passenger trains. However, the maximum permissible speed over the Moghal Sarai-Partabgarh-Saharanpur section was increased from 60 to 65 miles.

Madras and Southern Mahratta Railway.—The following express trains were accelerated :—

	Time saved. Minutes.
Bangalore Express—	
Madras to Bangalore	20
Bangalore to Madras	10
Bombay Express—	
Madras to Raichur	20
Raichur to Madras	40

Mysore Railway.—Two passenger trains were speeded up between Bangalore City and Guntakal resulting in a saving of 1½ hours.

North Western Railway.—For the convenience of the travelling public, the speeds of the following trains were increased :—

Trains.	Section.	Miles per hour.	
		From	To
Sind Expresses . . .	Karachi-Lahore (on certain portions).	40 and 45	50
Calcutta Mails . . .	Delhi-Ambala Cantt. . .	35	40
33 Up Express . . .	Lahore-Lala Musa . .	30	40
Quetta Mail	Sibi-Quetta . . .	9 to 22	12 to 29

The speed of certain other passenger trains was increased on the following sections :—

Section.	Miles per hour. From	To
Kotri-Badin	25 and 22	30
Sirhind-Rupar	22	26
Narowal-Amritsar	27 and 30	30
Lahore-Narowal	27 and 30	30
Batala-Qadian	30	35
Saharanpur-Delhi	30	35
Amritsar-Kasur	30 and 31	33
Lahore-Lala Musa	30	35
Nawashahr Doaba-Rahon	18	22

These increases in speeds enabled the railway to provide in certain cases more suitable train connections to the public.

49.5. Punctuality.—The following table shows the percentage of passenger trains not losing time to the total number of trains run on all the Class I Railways during 1939-40 as compared with 1938-39 :—

—	All trains (including electric multiple unit trains).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
Broad gauge.					
1938-39	80·9	72·2	77·8	78·9 94·3*	77·6
1939-40	**82·0**	**75·9**	**79·1**	**81·5** **92·2***	**79·2**
Metre gauge.					
1938-39	82·9	78·9	86·7	98·3 82·3†	80·0
1939-40	**84·9**	**79·4**	**87·7**	**98·5** **88·1†**	**82·2**

* Bombay, Baroda and Central India and Great Indian Peninsula Railways' electric multiple unit trains.

† South Indian Railway's electric multiple unit trains.

As compared with the previous year, the percentage of trains not losing time during 1939-40 shows an improvement under all the services both on the broad and metre gauges; the performance of the electric multiple unit suburban trains, however, shows a slight falling off on the broad gauge.

49.6. Employment of small power units.—Efforts to combat road motor traffic by the employment of small power units continued during the year under review.

Eleven third class diesel rail cars of the North Western Railway were put into service on the 15th May 1939, but were temporarily withdrawn for rectification of inherent defects after an aggregate mileage of 515,000 miles had been run. This represented the only new large scale experiment undertaken during 1939-40.

The sentinel coaches on the North Western, East Indian and Bombay, Baroda and Central India Railways continued in service but with demands for higher speeds and greater passenger accommodation these light units are becoming obsolete.

The six diesel rail cars on the Madras and Southern Mahratta Railway ran 309,871 miles during 1939-40 and the service was supplemented by light trains, as occasion demanded.

In order to reduce the running costs of their three motor coaches, the South Indian Railway converted them to diesel driven coaches and placed them in service on different sections where motor competition was keen. Light trains with two or three bogies were also run to augment these services and they became very popular with the travelling public.

50. Goods trains.

50.1. Reduction in transit time of goods.—*Assam Bengal Railway.*—The bulk of the goods traffic was carried by mixed trains. Yet one regular through goods train service was maintained between Tinsukia and Pandu mainly for the transit of oil and petrol, the average through speed of these trains being 17·6 and 16·5 miles per hour in the down and up directions, respectively.

The revised road van rules introduced during the year eliminated as far as possible delays to " smalls " at transhipment points. To ensure that traffic was not delayed *en route* periodical checks were made of transit time of consignments between different stations.

Special traffic such as tea, oranges, etc., was carried according to pre-arranged programme to avoid delays as far as possible.

Bengal and North-Western Railway.—The running of through goods trains between Gorakhpur and Katihar (312 miles) with double crews, started in November 1938, was continued during the year. These trains were worked by " YB " engines and hauled a load of 75 wagons.

Unreasonable delays in the transit of smalls were investigated and action taken to eliminate them.

Bengal Nagpur Railway.—During the year the timings of goods trains were improved wherever possible to ensure more economical working and expeditious movement of stock. The following long distance through goods services were maintained :—

	Miles.	Scheduled time. Hours.	Minutes.
Express goods—			
Shalimar-Nagpur	701	51	32
Shalimar-Waltair	545	46	35
Through goods—			
Adra-Waltair	578	56	35
Talcher-Waltair	359	33	17
Gua-Burnpore	172	16	50
Bhojudih-Nagpur	612	57	0
Adra-Katni Murwara	546	56	34
Tumsar Road-Vizagapatam . . .	467	43	43

The tranship service over the east coast section was overhauled resulting in a reduction of 24 hours in the journey time between Waltair and Khargpur. This not only expedited the supply and clearance of wagons at road side stations but also facilitated the delivery of long distance " smalls " one day earlier.

Bombay, Baroda and Central India Railway—Broad Gauge.—(i) The heavy war and famine traffic was handled by the improved turn round of stock secured by speeding up movement. The Bombay-Ahmedabad express goods service was continued and a reduction of 12 hours was made in the through services between Ujjain and Ahmedabad.

Metre gauge.—Through up goods trains were organised from Rewari to beyond Phulera.

During the busy season—December to March—the average number of goods trains run daily showed a considerable increase as compared with the previous year both on the broad and metre gauges:—

December to March.	Broad gauge.	Metre gauge.
1938-39	64	125
1939-40	**78**	**144**

The highest number of goods trains run on any one day was—

Broad gauge (2nd March)	95 trains.
Metre gauge (11th December)	163 trains.

(ii) Minor improvements were carried out to the scheme of clearing "smalls" by area vans attached to daily road van trains, accompanied by travelling clerks and hamals and the scheme was adopted permanently. This measure reduced the transit time of "smalls" by half both on the broad and metre gauges. The running of through vans between this railway and the Great Indian Peninsula, Madras and Southern Mahratta and Bengal Nagpur railways reduced considerably the handling work at Ujjain and Kotah. There was also an improvement in the average loading of vans and a reduction in the number run daily, the figures being:—

Broad gauge—

Average number of vans running daily—

1938-39	164
1939-40	**137**

	Against flow of empties.	Direction of flow of empties.
Average loads of vans (Maunds)—		
1938-39	88	76
1939-40	**109**	**89**

The elimination of transhipment from wagon to wagon reduced considerably the monthly average number of wagons employed on this work from 7,300 to 900 on the broad gauge and 6,600 to 3,170 on the metre gauge.

East Indian Railway.—(i) Through goods trains continued to operate on the main line sections to schedule timings.

On an examination of the movement of full wagon loads other than coal, it was found that the number of express goods trains serving heavy loading sections were not adequate. Duplicate express goods trains were therefore run on the following sections:—

	Miles.
(i) Ghaziabad to Moghal Sarai	471
(ii) Khanalampura to Moghal Sarai	520
(iii) Moghal Sarai to Howrah *viâ* Grand Chord	418
(iv) Asansol to Howrah	132
(Clearing perishables, livestock and other important traffic from the main line section Moghal Sarai to Asansol.)	

(ii) In addition, the following through goods train paths were set aside for the clearance of traffic requiring quick transit between section terminals, thus relieving detentions and handling at intermediate points:—

(*a*) Through Howrah loads *ex*-Moghal Sarai.

(*b*) Loop specials *ex*-Moghal Sarai for Sahibganj loop section.

(*c*) Through goods train *ex*-Sahibganj and Pakur on the Sahibganj loop section for Burdwan and below.

(*d*) A daily through goods train *ex*-Moghal Sarai clearing cement traffic *ex*-Sone-East-Bank and Dehri-on-Sone for Calcutta stations.

(iii) On the Gomoh-Gaya section the average load per train was raised from 60 in the last year to 66. On the Moradabad-Ghaziabad section the station facilities on the line were improved to accommodate a load of 70 wagons per train.

(iv) Van goods services also were run daily to scheduled timings on the following sections at an average over all speed of 240 miles per day—

(*a*) Howrah-Ghaziabad *viâ* the Howrah-Burdwan Chord and Grand Chord.

(*b*) Howrah-Mokameh Junction *viâ* main line and Sahibganj loop.

(*c*) Asansol-Khanalampura *viâ* main line and Fyzabad loop.

(v) The following measures were taken to reduce substantially the overall transit time of " smalls " :—

(*a*) Check on the movement of competitive traffic between selected pairs of stations (including foreign line stations) was extended from 90 to 130 pairs. Prompt action was taken to eliminate delays brought to light in the course of investigation.

(*b*) Action on delays to individual " smalls " consignments detected from station returns.

(*c*) Continuous check on loaded wagons detained in yards, delay in placement of vans in goods sheds and transhipment sheds and failure to despatch through vans and area vans by connecting through goods and " smalls " quick transit trains.

The acceleration of " smalls " traffic resulted in a further saving of approximately 90 wagons per day. A cent. per cent. check was exercised on the loading of all vans containing " smalls " by special staff employed in what is termed as Guidance check section. They brought to the notice of the staff responsible irregularities in loading, etc. The need for expeditious transit of goods and the methods adopted by the railway to attain this end were impressed upon the guards, assistant station masters and other staff by means of lectures at the Chandausi Training School.

Great Indian Peninsula Railway.—(i) A separate " Transit section " composed of an officer, 3 inspectors and 4 clerks was formed for investigating the question of transit of " smalls ". A detailed examination by this branch brought to light the following factors retarding quick transit :—

(*a*) irregular loading of vans by stations and guards;

(*b*) delay in initial despatch of goods from goods sheds;

(*c*) delay due to repacking at transhipment sheds and transferring goods from one transhipment shed to another; and

(*d*) tendency to move " smalls " from terminal to terminal and between guard changing stations entailing long halts.

(ii) These were remedied as far as possible by the following measures :—

(*a*) educating staff in the loading of through vans and transhipment vans;

(*b*) scrutiny of vans made up by foreign railways and taking up delays at initial points of despatch;

(*c*) elimination of all unnecessary repacking by preparing through section road vans and booking them direct to the station serving the section (this resulted in the closing of repacking shed at Manmad);

(*d*) elimination of avoidable handling and detention to goods;

(*e*) relieving guards of the work of handling " smalls " and entrusting the same to transhipment clerks (Raichur-Shahabad section); and

(*f*) revision of the timings of transhipment trains to provide more convenient service.

Madras and Southern Mahratta Railway.—The transhipment sheds at Gadag, Dharmavaram, Miraj, Raichur and Jalarpet were closed permanently. Card indexing of the transit time of goods between representative pairs of stations was continued during the year. An appreciable improvement was recorded in the transit time of goods to Madras. Similar statistics were maintained to watch the turn-round of oil and petrol tank wagons.

To avoid delay *en route* to loaded wagons marked sick for repacking axle boxes, these were run through to destination with a special green sick label. In case the destination station was not a train examining depôt, these wagons were unloaded first and then moved to the next train examining station in the direction of the flow of empties. From 31st December 1939 week-day unloading facilities were provided in goods sheds both on Sundays and public holidays.

Mysore State Railways.—One goods train each way was introduced between Bangalore City and Harihar, which enabled through loads to reach the destination in 24 hours. The goods train services between the branch and main lines were co-ordinated to avoid delay to loads at junctions and engine changing stations. Through road van services between this railway and the Madras and Southern Mahratta Railway were introduced on Bangalore City-Guntukal, Bangalore City-Dharmavaram and Bangalore City-Poona sections to eliminate unnecessary handling of road goods and " smalls " at junctions. Local through road vans were also introduced.

North-Western Railway.—The running of sectional vans was extended which resulted in the following transhipment sheds being closed either partially or in full :—

Transhipment shed at	*Nature of closure.*
Jind	Full.
Narwana	
Jakhal	
Hyderabad	
Kasur	
Lahore	Main to main and branch to main—down direction.
Rawalpindi	Main to main (up and down).

The acceleration of trains, planning of goods train movements, increased use of through trains, closure of transhipment sheds, alteration of train timings to give better branch line connections and elimination of unnecessary marshalling contributed to reduction in delivery times of " smalls ".

South Indian Railway.—The minimum maundage fixed for through road vans was reduced to 120 maunds on the metre gauge to facilitate the speedy transit of " smalls ". Certain defects in the working of the revised road van system were remedied to suit local conditions.

50.2. Loads.—The average net or freight load of goods trains (steam) on Class I Railways increased from 380 tons in 1938-39 to 383 in 1939-40 on the broad gauge and from 161 to 166 tons on the metre gauge. Statement No. 23 of Volume II of the report gives the figures for each railway.

The main index of goods train operation, *i.e.*, " Net ton miles per engine hour " showed improvement on both the broad and metre gauges of Class I Railways; the figures being :—

	Broad gauge.	Metre gauge.
1938-39	1,854	822
1939-40	**1,901**	**846**

These figures are dependent on the factors " tons carried ", " average lead " and " engine hours ".

Broad gauge.—As compared with 1938-39, the tons carried increased by 4,401,000 (4·9 per cent.) and the average lead rose from 208 to 210 miles (0·96 per cent.). The net ton miles increased by 1,101,607,000 (5·92 per cent.) but the engine hours increased only by 288,000 (3·19 per cent.).

Metre gauge.—The number of tons carried increased by 1,254,000 (5·24 per cent.), the average lead rose from 132 to 134 miles (1·51 per cent.). The net ton miles increased by 206,530,000 (6·53 per cent.) and engine hours rose only by 128,000 (3·87 per cent.).

51. Marshalling and other yards and stations and their working.—The following were some of the improvements made in yards and stations and in the methods of their working :—

Bengal and North-Western Railway.—At Sonepore goods lines were isolated from running lines and all points interlocked and controlled from two cabins, one at each end of the yard. At Savan and Muzaffarpur goods lines were isolated from running lines. Interlocking at the latter station is in progress.

Bengal Nagpur Railway.—In order to meet increased loading on the Barabil branch and to facilitate the placing of empties for loading, weighment, and adjustment of loaded wagons, the weighbridge and adjustment siding on the Barabil branch was extended by 700 feet and a second adjustment line to hold 46 wagons was provided. At Burnpore two more " exchange lines " to hold approximately 50 wagons each were provided to facilitate sorting of wagons—' covered ' and ' open ' separately.

East Indian Railway.—A pamphlet detailing the orders for the marshalling and grouping of wagons for all major yards has been prepared with a view to improving the working between contiguous divisions. The remodelling of the station yards at Aligarh, Hathras, Dehri-on-Sone, Hapur, Gomoh and Gaya has been completed. The remodelling of the station yards at Sahibganj, Lhaksar, Moradabad and Sitarampur is in progress.

Madras and Southern Mahratta Railway.—In December 1939, as an experiment, a change was made in the working of the Tondiarpet marshalling yard. The layout of this yard provides two humps and prior to the change all wagons passing from the north-east to the south-west lines and *vice versâ* had to be passed over both humps. By a change in the utilisation of the gathering lines below the humps, this has been rendered unnecessary with the result that the number of wagons humped has materially decreased. Besides avoiding delay to wagons, there is a reduction in shunting performed and also less risk of damage to wagons and their contents. The experiment is being continued.

52. Wagon usage.—The expeditious movement of wagons to their destination is a most important factor from the transportation point of view and this is watched on the basis of the statistical unit, the average number of miles run per wagon per day—both loaded and empty wagons being taken into account. The figures for Class I Railways are as follows :—

—	Class I Railways.			
	Broad gauge.		Metre gauge.	
	1938-39.	1939-40.	1938-39.	1939-40.
Wagon miles per wagon day . .	40·2	41·3	30·9	32·9

These figures indicate the work done by the total wagon stock of the railways including those standing empty and stabled during the period they are in excess of traffic requirements. The figures are therefore a record of performance not of the wagons actually in use but of the total wagon stock. There is still a further unit which indicates the efficiency of railways in

regard to wagon user, taking into consideration the revenue earning aspect of weight loaded in a wagon and the percentage of loaded to total wagon miles. This is the average number of net ton miles per wagon per day. The figures for Class I Railways are as follows:—

—	Class I Railways.			
	Broad gauge.		Metre gauge.	
	1938-39.	1939-40.	1938-39.	1939-40.
Net ton miles per wagon day . .	351	367	147	158

The improvement in results obtained under the two statistical units referred to above, both on the broad and metre gauges, reflect the effect of efforts made by railways to obtain the maximum possible use of the stock available.

53. Steps taken to improve the turn-round of wagons.—For many years the railways have been studying methods of obtaining a better usage of goods stock.

In December 1939, a special committee, known as the Wagon Turn-round Committee, was appointed under the Chairmanship of Mr. B. Moody, Chief Operating Superintendent, North Western Railway, to investigate the factors which controlled wagon usage on broad gauge railways individually and as a whole, and the report of this committee is being considered by the broad gauge railways.

Better use of goods stock has been obtained by special attention to improved marshalling, acceleration of trains, planning of train movements and the increased use of through trains. Certain railways introduced arrangements whereby goods were unloaded and wagons released on Sundays. Improvements were made to transhipment facilities, with considerable success. The repair of goods stock in sick lines on Sundays, the concentration of repacking of axle boxes at a number of key points, the reduction in the number of maintenance stations and the issue of special orders by which goods stock overdue repacking or damaged, but still fit to run could move more freely, have all contributed to a better usage of the available wagons.

The progress made on the Bombay, Baroda and Central India Railway in the elimination of transhipment from wagon to wagon, both on its broad gauge system and on its metre gauge system showed a very considerable saving in the number of wagons used.

The usage of metre gauge wagons also received special attention and in November 1939 a metre gauge wagon pool, under the control of the Director of Wagon Interchange, was introduced for the seventeen metre gauge railways, forming the Northern Group.

Certain railways introduced card indexing systems to ensure maximum use being made of special types of wagons.

The full results of the investigations of the Wagon Turn-round Committee will be more apparent in future years than they are at present.

53.1. Stock out of commission.—*Goods wagons.*—The average number of unserviceable broad gauge wagons in mechanical and transportation workshops and sick lines daily was 5·72 per cent. of the total goods stock on line as compared with the 4 per cent. in 1938-39. There has been considerable improvement in this figure since 1936-37, when it stood at 9·53 per cent. On the metre gauge, however, the figure deteriorated from 2·94 in 1938-39 to 3·60.

Passenger vehicles.—The average number of passenger vehicles under or awaiting repairs decreased on the broad gauge from 10·35 per cent. in 1938-39 to 9·85 per cent., but on the metre gauge, the figure increased from 6·95 in 1938-39 to 8·02 during the year under review.

54. Improved utilisation of rolling stock.—Administrations continued to report the steps taken to improve the utilisation of their rolling stock.

On the Eastern Bengal Railway a reorganisation of coaching stock resulted in 80 bogies and 5 four-wheelers being released and on the North Western Railway coaching and goods repair schedules were recast in order to facilitate outturn. At Bitragunta shed the Madras and Southern Mahratta Railway commenced a detailed study of locomotive power usage and re-organisation of links, and this is still in progress. On the Eastern Bengal Railway an amalgamation of the broad and metre gauge running sheds at Parbatipur with the object of co-ordinating repairs and assisting outturn was completed to the extent of 95 per cent.

The possibilities of further engine pooling were examined. Railways continued to experiment with the object of determining a more satisfactory type of journal bearing which will either eliminate or reduce heated bearings which affect the working of engines.

55. General operating results.—There was a general improvement in the operating efficiency of Class I Railways as is evidenced by the following statistical results :—

	1938-39.	1939-40.
Bengal Nagpur Railway—		
Engine miles per day per engine in use .	130	**133**
Engine miles per day per engine on line .	86	**92**
Lbs. of coal consumed per engine mile (shunting and siding)	66	**63**
Net load per train (goods) tons . . .	393	**400**
Wagon miles per wagon day . . .	40	**43**
Net ton miles per wagon day . . .	391	**426**
Bombay, Baroda and Central India Railway—		
Broad gauge—		
Wagon miles per wagon day . . .	47	**49**
Net ton miles per wagon day . . .	409	**419**
Metre gauge—		
Wagon miles per wagon day . . .	49	**59**
Net ton miles per wagon day . . .	235	**278**
Eastern Bengal Railway—		
Metre gauge—		
Wagon miles per wagon day . . .	27	**28**
Net ton miles per wagon day . . .	107	**117**
Gross tons per goods train . . .	478	**482**
East Indian Railway—		
Net ton miles per wagon day . . .	359	**372**
Net ton miles per engine hour . . .	1,967	**1,990**
Net ton miles per goods locomotive day in use on goods service	25,018	**25,446**
Wagon miles per shunting engine hour .	691	**724**
Gross ton miles per engine hour . .	4,674	**4,792**
Great Indian Peninsula Railway—		
Net ton miles per wagon day . . .	468	**473**
Train miles per engine day—		
Goods	107	**112**
Passenger	184	**193**

	1938-39.	1939-40.
South Indian Railway—		
Wagon miles per wagon day—		
Broad gauge	37	41
Metre gauge	28	30
Net ton miles per wagon day—		
Broad gauge	302	326
Metre gauge	120	128
Net ton miles per engine hour—		
(i) excluding departmental—		
Broad gauge	1,525	1,553
Metre gauge	903	945
(ii) including departmental—		
Broad gauge	1,293	1,322
Metre gauge	749	796

56. Wagon Position.

56.1. Broad gauge wagon pool.—The number of public service wagons (in terms of four-wheelers) in use at the end of the year was 151,909, *i.e.*, 2,348 more than at the end of 1938-39.

The total number of wagons loaded was 4,933,799, being an increase of 151,671 wagons or 3·17 per cent. over the previous year.

Practically all available wagons continued to be in demand until the end of May 1939. From 11th September 1939 demands for wagons again commenced and during the months of January, February and March exceeded the available supply. The highest loading was registered in period ending 29th February 1940 when an average of 17,339 were loaded daily. This figure establishes a new record and surpasses the previous highest record of 15,222 registered during the period ending 28th February 1938.

The number of wagons temporarily out of service on all broad gauge railways from December 1939 to March 1940, the busy months, varied between 7,335 and 7,827, the lowest figure being 4·83 per cent. of the total stock available for public traffic.

56.2. Metre gauge wagon pool.—As a war measure, the 17 metre gauge Railways in Northern India, formed a wagon pool which commenced to operate from 15th November 1939. This measure was designed to effect closer control and to ensure the best possible use being made of metre gauge stock.

57. Neutral examination of interchanged stock.—*Broad gauge.*—The staff working under the Director of Wagon Interchange continued to examine wagons interchanged between railways at the following junctions :—

Agra Cantonment.	Khanalampura.
Ajni-Nagpur.	New Delhi.
Chheoki.	Waltair.
Ghaziabad.	

B.—Commercial.

58. Alterations in rates and fares.—With a view to meeting in full the contribution of the railway revenue to general revenues during the period of the war and, if possible, to earn a surplus to be utilized towards rebuilding the depleted reserve fund after meeting the increased working expenditure due to rise in price of stores, etc., the following " increased charges " to be levied on the total fare and freights were introduced with effect from 1st March 1940 :—

Traffic.	*Increased charge.*
1. Passenger	One anna per rupee.
2. Other coaching traffic	Two annas per rupee.
3. Goods other than coal, coke and patent fuel	Two annas per rupee.

The increased charge is not leviable on the following :—

(i) single journey fares of Re. 1 and under and children's half tickets of annas 8 and under;

(ii) return journey fares where the corresponding single journey adult fare is Re. 1 or less;

(iii) season ticket fares of any class where the corresponding single journey adult fare is Re. 1 or under;

(iv) military traffic to which military traffic rules and rates apply, except traffic carried at concession rates scheduled in Appendix B of Military Tariff;

(v) postal traffic;

(vi) railway materials and stores;

(vii) food grains;

(viii) grass, dry (includes bankas grass, bhoosa, dhall stalks, fodder, hay, kirby, moonj, sirkee and straw), grass green and fodder;

(ix) manures; and

(x) newspapers and news-print.

During the month of March 1940, the surcharge of 12½ per cent. (subject to a maximum of Re. 1 per ton) levied on coal freights, was replaced by an " increase in freight " of 15 per cent. without any maximum limit.

The other important alterations in rates and fares, made during the year, are given in the following paragraphs :—

58.1. Passenger fares.—The bases of passenger fares generally remained unchanged. The following are, however, some of the more important changes in fares made during the year either to meet road competition or to develop new traffic :—

(i) *Assam Bengal Railway.*—(*a*) With effect from 1st July 1939, third class passenger fares were reduced from 3 to 2 pies per passenger per mile over the Furkating-Badulipar-Jorhat branch, and from 3 to 2½ pies per passenger per mile over the Simaluguri-Khowang branch.

(*b*) Third class round-tour tickets were introduced with effect from 1st April 1939, from Tinsukia, Jorhat Town, Sibsagar Town, Nowgong-Assam, Gauhati and Manipur Road to certain stations on foreign railways.

(ii) *Bengal Nagpur Railway.*—Circular tour tickets at reduced fares, covering total distances varying from 3,684 miles to 4,939 miles, over practically the whole of India, by different routes, were introduced with effect from April 1939.

(iii) *East Indian Railway.*—With effect from 1st April 1939, through 60-day return tickets of all classes, at 1½ single journey fares were introduced from 20 selected stations on the East Indian Railway to Dalhousie, Simla, Summer Hill and Solon.

(iv) *Great Indian Peninsula Railway.*—(*a*) Six-monthly rail-cum-road return journey tickets of all classes were issued at concession fares during the period 1st April to 30th November 1939 from Bombay, Poona, Bhopal, Gwalior, Agra Cantonment, Muttra, Nagpur, Jubbulpore, Jhansi and Nasik Road to Srinagar and back, in conjunction with the North Western Railway out-agency motor services.

(*b*) Return tickets for all classes were issued from 17th February to 21st March 1940, at 1½ single journey fares, from all stations on the Great Indian Peninsula Railway (excluding feeder lines) and *viâ*, to Ramgarh

Town (Bengal Nagpur Railway) and Ranchi Road (East Indian Railway), in connection with the session of the Indian National Congress held at Ramgarh.

(*c*) Cheap return tickets of different classes at $1\frac{2}{3}$ and $1\frac{1}{2}$ single journey fares, according as the distances are less or more than 500 miles, were introduced between certain selected stations over the Great Indian Peninsula Railway.

(*d*) From 10th August to 7th September 1939 cheap third class return tickets were issued from certain stations and city booking offices over the Great Indian Peninsula Railway to Muttra and back in connection with the Hindola and Janamashtami fairs at Muttra.

(v) *Madras and Southern Mahratta Railway.*—With effect from 15th December 1939 the basis of cheap third class fares on the Katpadi-Pakala-Dharmavaram-Anantapur section were enhanced to 3 pies per mile in view of the imposition of the Provincial Petrol Sales Tax and rise in the price of motor accessories due to war.

(vi) *His Exalted Highness the Nizam's State Railway.*—In connection with the Ashadi and Kartika fairs held at Pandharpur in June and November 1939, third class rail-cum-bus return tickets at $1\frac{1}{2}$ fares for the double journey over the railway portion, were issued from certain stations on His Exalted Highness the Nizam's State Railway to Pandharpur.

(vii) *North Western Railway.*—Single or return tickets at cheap fares were introduced on 60 additional sections of the North Western Railway in competition with road motor services. On 19 sections where the results were not satisfactory the cheap fares were withdrawn. There are now 175 sections over which such fares are in force.

(viii) *South Indian Railway.*—(*a*) During the period from 1st April to 30th September 1939, first, second and third class return tickets were issued at $1\frac{1}{2}$ single journey fares, between certain stations on the South Indian Railway situated at a distance of over 100 miles, with a view to developing traffic.

(*b*) In connection with the annual session of the Indian National Congress held at Ramgarh in March 1940, first, second and third class return tickets were issued from all stations on the South Indian Railway (Shoranur-Nilambur Railway excepted) to Ramgarh Town (Bengal Nagpur Railway) and Ranchi Road (East Indian Railway), at the following fares :—

First and second class	At $1\frac{1}{2}$ single journey fares.
Third class	At $1\frac{3}{4}$ single journey fares.

58.2. Parcels traffic.—(i) *Assam Bengal Railway.*—Quarter parcels rates for oranges were introduced in December 1939 and January 1940, between certain stations on the Assam Bengal Railway.

(ii) *Madras and Southern Mahratta Railway.*—There was a bumper mango crop in the Chittoor and the North Arcot districts and also in the Northern Circars, and special wagon rates by passenger train were quoted from several stations to stations in Central and Northern India. About five lakh maunds of mangoes were moved at these rates, yielding a total revenue of over Rs. 7 lakhs.

(iii) *North Western Railway.*—(*a*) Reduced rates ranging down to $\frac{1}{3}$th parcels rates continued to be charged for fresh fruits and vegetables over several sections with the object of diverting traffic from road to the railway. During the year such reduced rates were introduced over 270 sections, and were withdrawn from 29 sections where the results were unsatisfactory.

(*b*) To recapture pomegranate traffic which had been diverted to road to a considerable extent, $\frac{1}{3}$rd parcels rate was introduced from Peshawar to Howrah.

58.3. Goods traffic.—(i) *Assam Bengal Railway.*—With effect from 1st February 1940, the basis of rates for marble and stone, in local booking, was enhanced from 0·10 pies per maund per mile *plus* a terminal charge of 3 pies per maund, to :—

	Pie per maund per mile.
1—150 miles	0·14
+151 miles and over	0·11

plus a terminal of 6 pies per maund.

(ii) *Bombay, Baroda and Central India Railway.*—As a result of the rise in prices of motor accessories and other imported goods due to the war it has been possible to withdraw certain concessional rates or to make small increase in some of the others quoted in competition with rival transport services. A few of such enhancements made during the year are shown below :—

Commodity.	Approximate amount of enhancement.
	Per cent.
Cotton (raw), full-pressed	10
Rice	15
Wheat	10
Certain other commodities such as iron and steel, machinery, etc.	25

(iii) *Bengal and North-Western Railway.*—With effect from 1st November 1939 the C/D schedule rate (0·25 pie per maund per mile) chargeable for grain and pulses was replaced by C/Q schedule rate, *viz.*:—

	Pie per maund per mile.
1—75 miles	0·30
+76—400 miles	0·17
+401 miles and over	0·10

(iv) *East Indian Railway.*—(*a*) With effect from 1st December 1939 limestone when booked to sugar factories for sugar refining purposes, is being charged at a reduced scale of rates, *viz.*, the C/O schedule rate shown below :—

	Pie per maund per mile.
1—100 miles	0·20
+101—200 miles	0·17
+201—500 miles	0·14
+501 miles and over	0·10

(*b*) The haulage charge of Rs. 2-8 per four-wheeled wagon between *viâ* Tikiapara and depôts in Howrah area, for traffic from and to Bengal Nagpur Railway stations and sidings, has been raised to Rs. 5 per four-wheeled wagon with effect from 1st May 1939.

(v) *Great Indian Peninsula Railway.*—With effect from 15th November 1939 rates varying from 8 to 30 per cent. below the normal rates, were quoted for cotton seeds, in wagon loads, from the principal cotton seed booking stations on the Great Indian Peninsula Railway to the following stations :—

(*a*) *Viâ* New Delhi for traffic to North Western Railway stations, Shahdara (Delhi)-Saharanpur Light Railway stations, and Gurgaon, Farukhnagar, Rewari, Dalmiya-Dadri, Bhiwani, Hissar, Hansi, Narnaul and Kosli stations on the Bombay, Baroda and Central India Railway.

(*b*) New Delhi, Bombay, Agra stations and Morena.

(*c*) *Viâ* Amalner for traffic to Navsari.

(vi) *Jodhpur Railway.*—With effect from 1st January 1940 the special rates for cotton (raw) full-pressed, cotton seeds, and wheat, quoted from stations in Sind to certain stations on the Bombay, Baroda and Central India Railway, in competition with the rail-cum-sea route *viâ* Karachi were enhanced by 10 per cent. consequent on the rise in sea freights due to war.

(vii) *Madras and Southern Mahratta Railway.*—Advantage was taken of the price appreciation of metallic ores due to the war to make an enhancement of Re. 1 per ton in all the special rates quoted for manganese and chrome ore.

(viii) *North Western Railway.*—(*a*) Special reduced rates for grass dry in wagon loads intended for the manufacture of paper, cardboard and strawboard, were quoted from certain stations on the North Western Railway to Saharanpur and Jagadhri.

(*b*) In accordance with the recommendations of the Railway Rates Advisory Committee, the rate of Rs. 1-7-1 per maund for hides, skins or pelts, common, dry, from stations in the Delhi area to Karachi, was reduced to Rs. 1-1-4 per maund and the weight condition raised from W/300 to W/400.

(*c*) In order to enable traffic in vegetable ghee and vegetable oil solidified to move by the all rail route, a number of special rates were quoted from Bombay, Begamabad, Lyallpur, Delhi Kishanganj, Subzimandi and New Delhi to certain stations on the North Western Railway.

59. Adjustments in rates and fares to counteract the adverse effects of the increased charges.—As the " increased charges " were introduced with effect from 1st March 1940, the majority of the adjustments in rates and fares made by the railways took effect after the close of the year under report. A few examples of the adjustments made are quoted below :—

(i) *Assam Bengal Railway.*—Rates for bamboo mats, old newspapers, cement, timber, soda ash and caustic soda from and to certain stations where the traffic is affected by boat competition, were adjusted in conjunction with the steamer companies. A number of rates for bamboos in local booking were also adjusted.

Again certain rates quoted in agreement with the Assam Oil Company, *viz.*, those pertaining to malariol, bitumen, kerosene and petrol to Budge Budge and Narculdanga; jute batching oil to certain mills and presses on the Eastern Bengal Railway; solvent oil to Calcutta and Batanagar and wax to Chittagong Port, were adjusted to neutralise the " increased charge ".

(ii) *Jodhpur Railway.*—The following rates were adjusted :—

(*a*) all special rates in local booking quoted in competition with road transport;

(*b*) haulage charges for water as also certain station-to-station rates for water in local booking; and

(*c*) station-to-station rates for live stock from Tilwara fair to certain stations on the Bikaner State Railway quoted to encourage movement of live stock by rail.

60. Simplification of tariffs and measures adopted to expedite quotation on rates.—This subject continued to receive the attention of the Indian Railway Conference Association and of the individual railways. The following details are indicative of the measures taken to simplify work for the staff and to expedite quotation of rates :—

Assam Bengal Railway.—The issue of foreign outward rate registers to all stations and sidings open for through booking was completed. The preparation of local outward rate registers was taken in hand.

Bengal Nagpur Railway.—The preparation of station rate registers for foreign outward traffic is nearing completion.

Bengal and North-Western Railway.—A special ' sugar pamphlet ' showing rates for sugar from all factory stations on the Bengal and North-Western Railway to important sugar markets in India was issued.

Rate note books were introduced.

Eastern Bengal Railway.—Several inoperative rates were cancelled and omnibus and vague entries were eliminated from the tariffs.

East Indian Railway.—To facilitate calculation of siding charges, quoted on a decimal basis, a ready reckoner for such charges with a set of simple rules was issued and incorporated in the tariff.

Jodhpur Railway.—Inoperative rates were cancelled. Steps were taken to ensure correct maintenance of rate note books at stations.

Madras and Southern Mahratta Railway.—Rate note books were introduced at all stations.

North Western Railway.—To expedite quotation of rates to the public, the strength of the rates quotation office was suitably increased.

61. Facilities for dealing with traffic.—Railways continued their policy of opening new booking offices and out-agencies with a view to affording additional facilities. The particulars of booking offices and out-agencies opened during the year by the principal railways are given in paragraph 111. The following are some of the other important facilities provided during the year :—

Bombay, Baroda and Central India Railway.—Five " halts " were converted into regular flag stations.

Bengal Nagpur Railway.—Goods stacking platforms have been provided at Ballichuck, Haldipada and Kesinga. A shed has been constructed at Amgaon for stacking goods and another at Santragachi for storing " smalls ".

A cement " channel " platform has been provided at Panposh.

East Indian Railway.—Four new assisted and private sidings were opened to serve mills and other business concerns. A goods collection and delivery office has been opened at Alooposta, Calcutta, for the outward despatch and inward receipt of potatoes, onion and garlic as an experimental measure for six months.

Madras and Southern Mahratta Railway.—A number of private, assisted and railway sidings were opened.

North Western Railway.—Arrangements were made for the collection of goods from merchants' premises at Sargodha.

Arrangements were also made for the collection and delivery of :—

(i) resin from Kahuta and Chirah to Jallo *viâ* Sihala and Rawalpindi railway stations;

(ii) resin from eleven forest depôts in the Kangra Valley to Jallo;

(iii) the Punjab Government dâk from the Secretariat in Lahore to Ellerslie, Simla and *vice versâ;* and

(iv) the Government of India dâk from the offices in New Delhi to the Secretariat offices in Simla and *vice versâ.*

South Indian Railway.—Arrangement was made for effecting street delivery of parcels at Ernakulam, Palghat, Trichur, Mangalore, Madura Junction, Coonoor, Vellore Cantonment and Town.

62. Road motor competition.—The railways continued to make every effort to combat competition with them by road vehicles. Brief particulars of the measures taken by them in this respect are given below :—

Assam Bengal Railway.—As an experimental measure, third class fares were reduced from 3 to 2 pies per mile on the Furkating-Badulipar-Jorhat branch and from 3 to 2½ pies on the Simaluguri-Khowang branch with effect from 1st July 1939. There are definite indications that at least on the first named branch passengers are already being gradually diverted from road transport to the railway.

Bengal and North-Western Railway.—Reduced third class return tickets were introduced for Allahabad, Ajodhya and Bahraich during mela times.

Bengal Nagpur Railway.—The position in regard to competition for passenger traffic remained more or less as in the previous year. It was met with varying degrees of success by reduced fares, additional train services and provision of passenger halts. 23 passenger halts were opened on the Nainpur District, 3 on the Adra District, 4 on the Khurda District and 1 on the Titilagarh Sub-district.

East Indian Railway.—Motor transport has been affected by rising costs of operations and other difficulties as a result of the war. In many cases road motors have not been able to maintain their charges at pre-war levels. This combined with the effects of counter-measures taken by the railway has led to diminished competition in several cases. To counteract road competition return journey tickets at reduced fares between 53 additional pairs of stations were introduced during the year.

Great Indian Peninsula Railway.—The following measures among others were adopted to combat road competition for passengers, parcels and goods traffic :—

(i) reduced rates and fares were quoted between several pairs of stations for goods, parcels and passengers;

(ii) shuttle services between the Murtazapur and Karanja was extended to Yeotmal;

(iii) halt stations were opened at certain places; and

(iv) the timings of trains were altered to suit local requirements.

Jodhpur Railway.—3rd class single journey fares between Hyderabad (Sind) and stations Naoabad to Khadro and between Nawabshah and stations, Khan (Sind) to Shahpurchakar were reduced to compete with road motor services.

Mysore Railway.—The system of stopping trains at wayside halts was extended to Bangalore City-Hindupur section of the railway and adjustments were made in rates from time to time to hold goods traffic to the railway.

Madras and Southern Mahratta Railway.—Concessions were introduced between 1,042 points in connection with some 70 festivals. A number of reduced rates were introduced for transport of fruits and vegetables by passenger trains. About 2,000 special rates were quoted for goods traffic to meet competition by road, sea and canal and to develop traffic generally. Halts were opened at five more places.

North Western Railway.—Road services continued to compete for the railway's goods and coaching traffic. The rise in the prices of petrol, lubricating oil, spare parts and lorries since the outbreak of hostilities in September 1939, however, checked to a large extent further reduction in the rates by these rival transport agencies.

Rohilkund and Kumaon Railway.—The following measures were adopted to deal with the problem :—

(*a*) issue of intermediate and third class return tickets at concession fares over the main line Lucknow to Kasganj including Bareilly-Kathgodam section;

(*b*) issue of first and second class 15-day return tickets between Bareilly and Kathgodam;

(*c*) issue of third class return tickets from certain stations on the Bombay, Baroda and Central India Railway to Soron *viâ* Kasganj; and

(*d*) introduction of ½rd parcel rate on the through distance for booking fresh fruits and vegetables from Haldwani, Kathgodam and *viâ* Kathgodam to certain stations on this railway and on the Bengal and North-Western, Bombay, Baroda and Central India and East Indian railways.

South Indian Railway.—There was a diminution in rate cutting and an increase in bus fares on almost all competitive sections owing to rise in the cost of petrol and motor accessories and the bus owners forming themselves into combines. The railway successfully negotiated with reliable bus organisations for cancellation of reduced fares on competitive sections.

Improved facilities for rail travel were provided by the adjustment of train timings, provision of additional halts, opening of city booking offices and temporary booking offices at festival centres. Special efforts were also made to encourage co-ordination of road and rail services by opening out-agencies in important rural business centres.

63. Through road and rail services.—The railways continued their policy of providing through booking facilities by opening new out-agencies. The particulars of out-agencies opened by the principal railways during the year are given in paragraph 111.

64. Contact with business community.—Railways continued to maintain close touch with the business community. The important channels usually employed to maintain contact with them are the Local Advisory Committees of the various railways, consisting of members representing industry, commerce and trade, drawn from important Chambers of Commerce, Trade Associations, etc., representatives of the Central Legislature (members of the Central Advisory Council for Railways), and of the provincial legislatures. For a fuller account of the work done by those committees, paragraph 11 may be seen. Arrangements also exist at Bombay and Calcutta for closer contact meetings between important railways serving the ports, on the one hand, and commercial and trade interests, on the other. These meetings have been very useful in enabling railways to ascertain directly the requirements of the commercial community in the matter of various railway facilities and reconciling differences of views in certain matters. In many instances, a railway representative is an *ex-officio* member of the committees of important Chambers of Commerce. Apart from the arrangements made by the headquarters offices of railway administrations to keep in touch with trade interests, railways take special steps to see that their local district and divisional officials keep in regular touch with the local requirements of customers.

An indication of some of the steps taken by certain railways is given below:—

Bengal Nagpur, Eastern Bengal and East Indian railways.—During the three quarterly meetings with representatives of five Chambers of Commerce in Calcutta and the Calcutta Trade Association a wide variety of subjects was discussed including such questions as:—

(*a*) reductions in freight,

(*b*) changes in the classifications of the commodities,

(*c*) risk notes,

(*d*) wagon supplies,

(*e*) facilities for passenger and goods traffic,

(*f*) prevention of claims,

(*g*) prevention of detention of stock during industrial strike, and

(*h*) facilities for tourist agents.

Assam Bengal Railway.—On the suggestion of the local Chambers of Commerce and the Trades Association, represented on the Closer Contact Committee meetings at Calcutta, the administration agreed to send their representative to any meeting when the agenda included subjects concerning the Assam Bengal Railway.

East Indian Railway.—The Chief Commercial Manager held a meeting with the Cawnpore Chamber of Commerce.

Great Indian Peninsula Railway.—Meetings with merchants and their agents were held at regular intervals by the Divisional Traffic Managers at important stations when the merchants were advised of changes in rates and fares and other facilities of interest.

Madras and Southern Mahratta Railway.—Close contact was maintained with the Marketing Officers in the Madras and Bombay Presidencies. Local contact with the business community was maintained through Assistant Commercial Officers posted at Madras, Hubli and Bezwada and the canvassing staff working under them.

North Western Railway.—Contact with the local representatives of the trade and commercial branch of the railway was maintained as usual through meetings held at regular intervals at all important stations on this railway. Timely notices regarding the dates and times of such meetings were sent invariably to the various representatives of the trading bodies. A representative of the administration was on the committee of the important Chambers of Commerce at Lahore, New Delhi, Karachi and Amritsar.

South Indian Railway.—The Chief Commercial Superintendent and the District Commercial Officers were *ex-officio* members of various Chambers of Commerce. These arrangements enabled the railway to keep in close touch with trade interests and maintain friendly relations with them. The canvassing staff of the Commercial Department also kept close contact with the traders.

65. Refund on unused tickets.—The railways continued their endeavour to ensure more expeditious disposal of claims for refund on unused or partially used tickets. Mention may be made of the steps taken in this regard by a few of the railways :—

Bengal and North-Western Railway.—A new form has been introduced to ensure more expeditious disposal of such claims.

Eastern Bengal Railway.—As an experimental measure, arrangements have been made to allow refund of overcharges on local traffic up to Rs. 10 prior to certification by the accounts office.

North Western Railway.—Arrangements have been made to allow refunds on local goods and coaching transactions not exceeding Rs. 10 before auditing of the claims by the accounts office. This system has been extended to urgent cases of unused tickets irrespective of the amounts involved.

66. Claims for compensation and refunds.—The following statements for Class I Railways (except Jodhpur and Mysore) show for 1939-40 :—

A. *the number of claims in respect to goods or parcels damaged or lost received and for goods and parcels overcharged and the average time taken in their settlement;*

B. *the number and value of claims paid in respect of goods or parcels lost or damaged under main causes;*

C. *the number of court cases in respect of goods or parcels lost, damaged or delayed and their disposal.*

STATEMENT A.

Item No.	Particulars.	A. B.	B. & N.-W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Number of cases involving compensation for goods or parcels lost, damaged, or delayed carried over as unsettled at the close of the preceding year .	141	278	772	727	859	1,624	305	322	119	777	84	206
2	Number of claims received (and re-opened) for compensation on account of goods or parcels lost, damaged, or delayed during the current year . .	1,485	2,733	5,249	8,316	6,539	9,784	6,721	4,369	746	9,935	663	2,794
3	Number of claims referred to in items 1 and 2 settled during the year . . .	1,473	2,563	4,922	8,068	5,911	9,726	6,600	4,332	706	9,527	607	2,728
4	Balance outstanding as unsettled at the close of the year . .	153	448	1,099	985	1,487	1,682	426	359	159	1,185	140	272
5	Net amount paid in compensation . Rs.	8,463	23,847	48,132	25,480	59,085	50,503	51,826	39,868	3,839	67,817	3,319	17,526
6	Percentage sum paid in compensation (item 5) bore to gross earnings .	0·07	0·13	0·04	0·03	0·15	0·03	0·05	0·05	0·02	0·04	0·07	0·03
7	Average time in days taken in settlement of claims shown under items 1 and 2 . .	30	67	71	20	50	71	13	31	58	26	58	29
8	Number of applications received for refunds on goods and parcels overcharged . .	3,793	4,539	4,315	11,407	9,003	15,024	5,699	4,849	2,061	13,010	604	3,911
9	Average time taken in settlement of claims shown under item 8. Days	28	64	50	27	51	58	49	19	61	22	49	20

STATEMENT B.

Item No.	Particulars.		A. B.	B. & N.-W.*	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Claims paid on account of goods lost.	No.	93	704	1,730	2,227	741	3,501	1,525	198	172	188	158	818
		Value Rs.	1,999	9,311	29,888	12,608	11,654	62,659	13,141	4,685	1,344	2,948	1,261	7,539
2	Claims paid on account of goods stolen.	No.	235	136	20	331	43	1,080	978	137	26	1,209	12	24
		Value Rs.	4,626	6,170	1,060	6,444	1,853	16,994	11,764	3,681	214	13,860	2,272	745
3	Claims paid on account of goods damaged by wet.	No.	34	35	403	800	539	1,735	2,118	388	125	691	2	173
		Value Rs.	849	1,174	9,605	4,964	18,085	21,203	14,748	4,131	930	9,601	17	3,296
4	Claims paid on account of goods damaged by fire.	No.	..	..	6	7	..	5	8	..	1	7	..	9
		Value Rs.	..	..	334	2,148	..	1,199	2,055	..	415	1,023	..	1,042
5	Claims paid on account of goods damaged by breakage.	No.	32	12	59	54	7	69	188	78	33	44	7	68
		Value Rs.	1,178	345	1,253	1,336	95	6,627	5,422	1,095	185	1,484	64	557
6	Claims paid on account of parcels and luggage lost and stolen.	No.	69	80	189	100	352	732	163	61	21	64	21	111
		Value Rs.	1,120	1,398	3,558	489	3,957	23,295	2,405	954	205	753	100	653
7	Claims paid on account of other causes.	No.	45	340	355	1,291	1,033	453	895	1,584	328	2,179	24	216
		Value Rs.	1,105	9,995	12,945	16,751	20,188	14,318	23,143	32,850	546	29,207	737	3,694

* Miscellaneous recoveries amounting to Rs. 5,046 have not been deducted from the value figures.

STATEMENT C.

Item No.	Particulars.	A. B.	B. & N.-W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Number of suits filed in court (or pending from the previous year) for the recovery of compensation in respect to goods or parcels lost, damaged or delayed .	12	61	59	55	34	124	120	69	6	62	10	38
2	Number of such suits settled out of court .	3	9	8	9	2	11	13	3	1	7	2	1
3	Number of suits dismissed . . .	2	27	3	20	16	13	40	38	2	22	3	17
4	Number of suits decreed	2	8	1	4	8	30	15	..	..	6	3	5
5	Number of suits pending	5	17	47	22	8	70	52	28	3	27	2	15

67. System of ticket checking and prevention of ticketless travel.—The railways continued to give unremitting attention to the problem of ticketless travel. The methods adopted with a view to ensuring the minimum loss of revenue on this account have been given in considerable detail in previous reports. In the year under review, 2,354,002 passengers were detected travelling without tickets as compared with 2,461,612 in the year 1938-39. A considerable loss of revenue occurs on account of ticketless travel, and this reacts adversely on the ability of the railways to provide additional amenities for those passengers who pay.

2. The methods generally adopted by the various railways to detect and prevent ticketless travel are in the main similar to those in force in previous years, the principal measures being a combination of ticket collectors and checkers at stations and travelling ticket examiners making surprise checks on trains. Despite the heavy expenditure incurred by railways in the application of these methods, the problem continues to remain a very serious one as may be seen from the figures given in the statement at the end of this paragraph.

A brief mention is made of some of the measures and changes of organisation adopted by the railways during the course of the year.

Assam Bengal Railway.—Special checks at stations were discontinued during the year under review as it was considered that the travelling ticket examiners could be more usefully employed in checking trains. The arrangements of the Government whereby special magistrates held courts periodically at different stations continued throughout the year, and although there was an improvement in the work of the courts, only a very small proportion of the cases tried resulted in the railway dues being recovered. In the vast majority of cases the courts reported that no trace could be found of the defaulters concerned. The railway administration, in conjunction with the civil authorities, is pursuing this question with a view to trying to reduce the number of " non-traceable " cases. Negotiations took place during the year with a view to extending the system of holding summary trials at certain stations in the Mymensingh and Dacca civil districts and the necessary arrangements were brought into force in April 1940.

Apart from the normal programme checks, circle inspectors organised additional surprise checks on trains which were not included in the schedules issued to travelling ticket examiners.

Bengal Nagpur Railway.—Special checks were carried out by District Commercial Officers and District Transportation Officers and the staff under them, who were occasionally spared from their normal duties and these checks yielded an additional revenue of Rs. 3,079.

Eastern Bengal Railway.—The block system which was introduced in June 1938, was given up after November 1939 for, although under this system an appreciable increase was first noticed in the sale of tickets, it was found later that the increase was mostly on account of short journey tickets. It appeared that people were purchasing tickets to stations just beyond the block and, in consequence, there was a deterioration in the earnings for stations outside the limits of the block.

When the block system was withdrawn the control of the ticket collecting staff in the block area was temporarily transferred to the Superintendent, Watch and Ward and subsequently retransferred to the District Traffic Superintendent, Calcutta. The Sealdah station ticket collecting staff was strengthened by the appointment of additional staff. In addition to the regular measures adopted, various special measures such as surprise checks of collected tickets and special intensive checks jointly by the Accounts and Traffic Departments were adopted.

The special branch of the Checking Department brought to light several cases of fraudulent or irregular travel by vendors and other seasonal concession ticket-holders. Many of these cases were sent up for trial and most of them ended successfully in conviction. Special checks were also carried out to guard against the re-sale and re-use of tickets.

Madras and Southern Mahratta Railway.—The Court of the Special Honorary Magistrate at Madras was continued and 1,571 cases were placed before the magistrate, convictions being secured in 1,544 cases. Arising from the satisfactory results of the special court at Madras, the Bombay Government sanctioned the constitution of a special court at Hubli to try railway cases. Since the incorporation of this court, 214 cases have been tried and convictions secured in 211 cases. It is satisfactory to note that although the number of cases taken to courts in the year under review was higher than in the previous year, the number of cases that proved infructuous was less.

His Exalted Highness the Nizam's State Railway.—The new feature during the year was the formation of railway-cum-road ticket checking squads from the 1st of August 1939. Three squads consisting of two men each were formed from specially selected travelling ticket inspectors, and each squad was provided with a motor bicycle. These squads checked both trains and buses of the Road Transport Department, and experience has shown that this measure has improved the efficiency of ticket checking on trains by providing a surprise check on the work of the departmental Travelling Ticket Inspectors. A further measure adopted was the appointment of a specially selected senior Travelling Ticket Inspector to check the earnings from the sale of platform tickets at important traffic stations and also to investigate other sources of leakage in earnings.

North Western Railway.—The cent. per cent. check on passenger trains in the Karachi Division, the details of which appeared in the report for the year 1938-39, was discontinued as it was found to be uneconomical. The strength of the special headquarters organisation was increased by two more groups. Previously there was only one headquarter section consisting of 8 men under an Inspector. Three headquarters sections have now been organised into squads of 7 Special Ticket Examiners, each under one Group-in-Charge. These squads are under the control of an Inspector, and they continue to function efficiently conducting super-checks on the work of the divisional organisation.

Intensive checks of passengers at selected stations were also undertaken jointly by a senior Travelling Inspector of Accounts and his assistants and headquarters and divisional organisation Special Ticket Examiners.

South Indian Railway.—Provision was made for a daily check of all important trains throughout the run, other trains being manned alternately. Where it was not possible to check trains regularly, periodical and surprise checks were made by special squads of Travelling Ticket Examiners. Special checks were arranged at the time of fairs and festivals.

The following statement shows the total number of passengers, excluding mendicants, detected travelling without proper tickets on Class I Railways during the year 1939-40 :—

Railway.	No. of passengers.
Assam Bengal	56,547
Bengal Nagpur	188,070
Bengal and North-Western	348,517
Bombay, Baroda and Central India	293,394
Eastern Bengal	255,639
East Indian	238,011
Great Indian Peninsula	212,125
Jodhpur	17,769
Madras and Southern Mahratta	141,023
Mysore State	14,225
His Exalted Highness the Nizam's State	6,837
North Western	367,705
Rohilkund and Kumaon	55,993
South Indian	158,147
Total	2,354,002

68. Mela traffic.—Some of the important aspects of the problem of dealing with mela traffic to pilgrim centres engaging the attention of individual Railway Administrations are the designs of stations to cope with the tremendous rush of passengers during short periods, arrangements for adequate water supply, extra lighting, provision for vending of pure and wholesome food in sufficient quantities, opening of temporary booking offices at suitable centres, special medical facilities including first aid arrangements and extended sanitary arrangements. The other measures requiring the attention of the Operating officers are the drafting of a large number of special staff and arranging for the run of special trains in sufficient numbers or strengthening the booked trains by the addition of more carriages. The following paragraphs describe briefly some of the important melas in respect of which railways made special arrangements.

Assam Bengal Railway.—Twenty-four important melas were held at 14 stations and about 235,000 pilgrims travelled, *i.e.*, a decrease of about 60,000 as compared with 1938-39. Special trains or through carriages were run according to the needs of traffic. The Astami Snan melas at Shambuganj and Silghat Town occurred twice during 1938-39 as against once during 1939-40 and the Churamoni Yoga, which occurs once in twenty years, coincided with the date of the Rashjatra mela during 1938-39. The decrease in the number is due to the fact that during 1938-39 the Baruni Snan mela at Badarpur Ghat and the Mandakusi mela at Nazirhat were held but these did not take place during the current year. These in themselves accounted for about 88,000 pilgrims which is more than the decrease.

Bengal and North-Western Railway.—Syed Salar and Sawan Jhula melas were held at Bahraich and Ajodhya respectively. The Kartic Purnamashi mela was held at ten stations and the Magh mela at four stations. No less than 356 and 70 mela specials were run in connection with the Kartic and Magh melas respectively. About 446,000 pilgrims travelled in connection with these melas as compared with 503,000 during 1938-39.

Bengal Nagpur Railway.—The important melas for which special trains were run were:—

Mela.	*Place.*	*Special trains run.*
Rath Jatra	Puri	8
Kartiki	Ramtek	20
Rajim	Rajim	27
Mahadeo	Junnor Deo	9
Dol Jatra	Puri	6

As the Indian National Congress at Ramgarh concluded early owing to heavy rains and floods in Damodar River, only 46 special trains were run for the delegates and visitors to the Congress.

Bombay, Baroda and Central India Railway.—The Khwaja and Pushkar fairs at Ajmer, Makanpur fair at Araul, Masani fair at Gurgaon and Hindola and Janmashtami fairs at Muttra were the important ones held during the year, in connection with which tickets at concession rates were issued.

Eastern Bengal Railway.—For the Ganga Sagar mela, the Bengal Nagpur Railway ran specials from Bilaspur and Puri to Howrah. From there the pilgrims were taken to Sealdah by road and entrained to Diamond Harbour *en route* to Ganga Sagar. In addition to the issue of through tickets to Ganga Sagar and important stations from the Eastern Bengal, East Indian and Bengal Nagpur Railways, the following facilities were also provided for the convenience of pilgrims:—

(i) 24 ordinary and 12 special trains were run direct up to the jetty siding at Diamond Harbour;

(ii) temporary jetties were erected at Diamond Harbour;

(iii) drinking water supply and provision of waiting sheds, latrines, etc., were arranged for.

The General Manager personally visited the mela and conferred with the local authorities and representatives of the Provincial Government for increasing the facilities at the Ganga Sagar island. The Seva Samities and other social service organisations co-operated in their efforts to make the journey to the mela more convenient.

East Indian Railway.—Special measures were taken in respect of 234 out of 250 melas and fairs. Facilities were also provided to pilgrims attending important melas at foreign railway stations such as Hindola or Janmashtami melas at Muttra and Brindaban, the Urs Khwaja fair at Ajmer and Ganga Sagar mela at Sagar Island. The important melas with figures of number of pilgrims and earnings for the year 1939-40 compared with 1938-39 are as follows:—

	Number.	*Earnings.*
		Rs.
(i) *Piran Kaliar mela at Roorkee*—		
1938-39	59,900	...
1939-40	**56,400**	...
(ii) *Lunar Eclipse mela at different stations*—		
1939-40	...	**43,900**
(iii) *Hindola or Janmashtami mela at Muttra and Brindaban*—		
1938-39	2,400	3,300
1939-40	**6,100**	**17,500**
(iv) *Khwaja fair at Ajmer*—		
1938-39	5,800	48,300
1939-40	**5,900**	**44,400**

	Number.	*Earnings.* Rs.
(v) *Pitripuksh mela at Gaya*—		
1938-39	132,600	2,23,500
1939-40	**137,000**	**2,26,700**
(vi) *Kartiki mela at Garmukhtesar*—		
1938-39	156,600	98,800
1939-40	**167,100**	**1,07,100**
(vii) *Magh mela at Allahabad*—		
1938-39	231,400	2,97,578
1939-40	**279,700**	**5,02,006**

Great Indian Peninsula Railway.—The number of fairs and melas held during 1939-40 was the same as in the previous year. Details pertaining to important fairs are:—

(i) *Ashadi fair at Pandharpur.*—40,200 pilgrims were carried. Special trains were run as follows:—

	Number.
Outward—	
Bombay-Kurduwadi	2
Dhond-Kurduwadi	3
Manmad-Kurduwadi	2
Inward—	
Kurduwadi-Bombay	2
Kurduwadi-Poona	1
Kurduwadi-Manmad	6
Kurduwadi-Dhond	2

One third class bogie was specially reserved for ladies in these trains.

(ii) *Kartiki fair at Pandharpur.*—57,300 pilgrims travelled. Nine inward and fifteen outward specials were run.

(iii) *Singaji fair.*—15,000 passengers travelled to attend this important cattle fair.

(iv) *Hindola fair at Muttra.*—24,200 pilgrims travelled during the current year as compared with 21,300 in the previous year.

(v) *Khaja Bande Nawaz fair at Gulburga.*—11,400 pilgrims were carried as compared with 14,300 in the previous year. His Exalted Highness the Nizam's State Railway arranged 8 buses to run between Homanabad, Zahirabad and Gulburga and thence to Hyderabad.

(vi) *Magh mela at Allahabad.*—32,700 pilgrims travelled as compared with 19,000 in 1938-39. The following special trains were run:—

	Number.
Manikpur-Naini	3
Jhansi-Naini	1
Naini-Manikpur	2
Manikpur-Mahoba	1
Naini-Jhansi	1

(vii) *Mahadeo fair at Junnor Deo.*—The number of pilgrims came to 18,000. Five inward and four outward specials were run.

(viii) *Bheraghat fair.*—About 4,000 pilgrims were carried. Five outward and five inward specials were run between Jubbulpore and Bheraghat. A feeder bus service was also arranged to ply between Bheraghat station and the site of the fair.

Jodhpur Railway.—Special trains were run between Jodhpur and Phalodi for both inward and outward traffic in connection with the Ramdeo fair at Runicha between the 16th September and 3rd October 1939. The fair was largely attended by people from Gujrat and Kathiawar districts. Ramdeo cattle fair was held at Nagaur during February 1940.

Twenty-four minor fairs were held for ten, of which one or more specials were run.

Madras and Southern Mahratta Railway.—The following important melas were held during the year:—

Mela.	*Place.*	*Duration.*
(i) Sri Virupakshaswamy car festival.	Humpi . .	From 31st March to 11th April 1939.
(ii) Grand Audi Krithigai feast.	Tiruttani . .	7th to 16th August 1939.
(iii) Brahmotsavam feast .	Tirupati . . .	16th to 24th September 1939. 13th to 22nd October 1939.
	Thiruvothiyur .	14th to 24th February 1940.
(iv) Sri Laxminarasimhaswamy car festival.	Antarvedi (Near Narasapur).	15th to 22nd February 1940.
(v) Mahasivarathri feast .	Kottappakonda . (Near Narasaraopet).	3rd to 9th March 1940.
	Kalahasti . .	3rd to 13th March 1940.
	Srisailam & Mahanandi (Near Nandyal).	4th to 14th March 1940.
(vi) Grand Masi new Moon feast	Trivellore . .	8th to 10th March 1940.

All trains were strengthened and special trains were run where necessary.

Mysore Railways.—Dasara at Mysore.—For this mela, which lasted from the 13th to 22nd October 1939, special trains were run.

Mahamastakabhisheka at Sravanabelagola.—This mela which occurred after 15 years lasted from the 11th to end of February 1940. 30,000 passengers, mostly Jains, attended from all parts of India. Coaching stock was taken on loan from the Madras and Southern Mahratta and South Indian Railways to deal with the traffic and hire and haulage charges amounting to about Rs. 13,800 was paid. The following local festivals were also held:—

Karaga at Bangalore City.
Shasti at Maklidrug.
Mahasivaratri at Nandi.
St. Anthony's Feast at Dornhalli.
Dod Jatra at Nanjangud Town.

His Exalted Highness the Nizam's State Railway.—During the year eleven important melas were held and these were attended by about 131,000 pilgrims as compared with 160,000 during the previous year. Special trains were run in connection with:—

(i) Mukkoti Ekadesi festival at Bhadrachellam Road.
(ii) Kesavaswamy jatra at Gadwal.
(iii) Mahasivaratri fair.

North Western Railway.—Arrangements were made to convey pilgrims to 7 melas on the home railway, four on the East Indian and one each on the Bengal Nagpur, Bombay, Baroda and Central India, Great Indian Peninsula and Mysore Railways.

Rohilkund and Kumaon Railway.—Special trains or extra carriages attached to booked trains were run, as necessary, for pilgrims attending Lunar Eclipse, Sawan and Bhuth Nath, Kartic Purnamashi, Maragsri, Sheoratri and Chaiti melas.

South Indian Railway.—The number of passengers attending the festivals during 1939-40 compared as follows with those for the previous year :—

Festival.	*Place.*	*Number.*	
		1938-39.	**1939-40.**
Vaisagam	Tiruchendur	23,400	**23,100**
Garudothsavam	Conjeeveram	36,800	**31,600**
Ani Thirumanjanam	Chidambaram	25,200	**23,100**
Adi Thapas	Sankaranayinarkovil	23,400	**11,100**
Velanganni	Negapatam	24,000	**21,200**
Kandoori	Nagore	36,200	**32,100**
Grand Krithigai	Thiruvannamalai	37,800	**21,200**
Vaikunta Ekadesi	Srirangam	31,500	**31,300**
Arudra Darsanam	Chidambaram	26,400	**27,700**
Masi	Thiruchendur	19,000	**22,400**

Booked trains were generally strengthened and trains were stopped at temporary ' Train halts ' wherever possible. Special trains were also run whenever found necessary. The continued economic depression and breaches on the chord and main lines as well as branch lines contributed to the decrease in number.

69. Measures taken to ensure civility and honesty on the part of railway staff.—This important matter continued to engage the special attention of railways during the year under review. Mention may be made of the action taken by the Eastern Bengal and East Indian Railways in this connection.

East Indian Railway.—A special officer was deputed to investigate this question and the report submitted by him is under consideration.

Eastern Bengal Railway.—At an informal meeting between the different Chambers of Commerce and the railways serving Calcutta, it was suggested to the Chambers that the various organizations of the trading community should induce their members to stop paying illegal gratification to the railway staff. The railways on their part undertook to see that no annoyance or victimization was caused to merchants on this account. In order to help the Chambers to collect and supply essential and complete evidence in support of complaints regarding demands for illegal gratification, a questionnaire form has been drawn up by the Eastern Bengal Railway and future complaints against railway staff will be accompanied by these forms duly filled in. It is hoped that this will assist in bringing the charges home to the staff at fault and enable the railway to deal with them suitably.

CHAPTER V.

PUBLICITY.

70. Central Publicity Bureau.—Due to the international situation early this year and the subsequent outbreak of hostilities, the activities of the Central Publicity Bureau were curtailed. Drastic reductions were also made in the advertising allotment of the London Bureau, including a cut of £1,200 for editorial propaganda. The advertising campaign in connection with Australian tourist traffic was however continued and a sum of Rs. 2,000 was again spent in connection with this effort.

70.1. Advertisement through posters, handbills and pamphlets.—The major portion of the allotment for advertisement was spent in fostering lower class traffic, and the following important *melas*, having an all-India interest, were selected for special propaganda by the Central Publicity Bureau in co-operation with railways:—

(i) Rath Jatra at Puri.

(ii) Pitripukh mela, Gaya.

(iii) Kartiki mela at Garhmukhtesar.

(iv) Mahamastakabisheka at Sravanabelagola, Mysore State.

(v) Magh mela, Allahabad.

Altogether 1,021,000 handbills were issued in connection with these *melas* by the Central Publicity Bureau, as well as 1,100 letterpress posters and 74,000 folders. These *melas* were also largely advertised in English and Indian language newspapers. During Pitripukh mela the number of pilgrims handled and the total earnings derived showed a marked improvement over other years. In connection with the Kartiki mela at Garhmukhtesar, a lorry, equipped with a powerful loudspeaker, microphone attachment, cinema machine, and gramophone, toured the country side for 17 days, visiting 17 important centres and 189 villages. Leaflets, handbills and posters were distributed in villages and towns and short talks were given to the public on the importance of a visit to Garhmukhtesar during Kartiki and on railway travel facilities and travel in general.

On the occasion of the Mahamastakabisheka Jain festival at Sravanabelagola (Mysore State) this year, which festival occurs once in 15 years, special efforts were made in co-operation with railways by the Central Publicity Bureau to stimulate traffic to Mysore. Over 200,000 handbills advertising railway concessions in fares on the different railways were distributed by the Bureau, and in co-operation with the Jain Sabhas in Delhi, a special All-India Digamber Jain Sangh train was arranged and run from Delhi. 13 adults and 4 children travelled Second Class, and 290 adults and 31 children travelled Third Class in this train. A sum of Rs. 21,610 was realized in fares.

The following new posters were produced by the Central Publicity Bureau during the year:—

1.	Street scene, Benares	4,000 copies.
2.	Fatehpur Sikri by moonlight	4,000 ,,
3.	Buddha	4,000 ,,
4.	Darjeeling	4,000 ,,
5.	Queue habit	5,000 ,,
6.	Queue habit (second design)	13,000 ,,

The queue habit posters were produced on instructions from the Railway Board with a view to instil the queue habit among lower class passengers. The posters were printed with different captions and distributed to various railways for exhibition in their booking halls, stations, etc. A negative sound film in Hindustani with 3 positive copies was also produced in connection with the queue habit campaign. These have been shown at principal Indian cinemas in Bombay, Calcutta and other cities.

A second, and more attractive, edition of the " Handbook of India " was brought out during the year, of which 100,000 copies have been printed. The popularity of this booklet may be appreciated by the fact that the first edition, of which 100,000 copies were originally ordered, ran out of stock within six months of its issue.

To stimulate traffic from Ceylon to Buddhist pilgrimage centres in Northern India, a special Sinhalese translation of the pamphlet " Buddhist Places of Pilgrimage " was made. 15,000 copies of this booklet have been printed and will be distributed throughout Ceylon through the various Maha Bodhi Societies and other Buddhist Institutions.

A revised edition of the pamphlet " Indian places of pilgrimage " was also published for general distribution this year in the following Indian languages :—

Marathi	10,000 copies.
Gujerati	5,000 ,,
Tamil	10,000 ,,
Telugu	10,000 ,,
Bengali	15,000 ,,
Hindi	20,000 ,,

A special illustrated pamphlet dealing with prominent places of pilgrimage on the banks of the Ganges was published this year, of which 15,000 copies were printed in Hindi, 10,000 in Urdu and 15,000 in Bengali.

70.2. Photographs.—About 13,000 photographs were produced during the year. These were distributed among Railways, foreign travel associations, tourists and tourist agencies, presses, Government departments, hotels and newspapers. The supplies to the London office were discontinued shortly after the outbreak of War.

Two Publicity Officers' meetings were held during the year, at which 31 subjects of mutual interest were discussed. The Central Publicity Officer continued to receive press bulletins from railways for publication in newspapers, and by an arrangement with the Principal Information Officer, Home Department, Government of India, it was possible to send copies of the bulletins to about 400 newspapers, of which 250 were English newspapers, 70 Urdu newspapers and 80 Hindi newspapers.

71. Publicity by Railways.

71.1. Melas.—Publicity activities in connection with 352 *melas* were undertaken by railways this year, and in many cases special measures were undertaken to advertise them in towns and villages and in areas distant from railway stations. In connection with the Dasara Festival held at Mysore, pictorial postcards incorporating particulars of the concessions available were posted in advance by the Madras and Southern Mahratta Railway to all potential upper class passengers. Special facilities were provided by the Eastern Bengal Railway for traffic to the Ganga Sagar Mela, and, with the object of preventing railway ticket holders from getting mixed up with people travelling by foreign steamer services, the reverse of all combined river-cum-rail tickets was printed with a picture of the God Ganesha. An illustrated

pamphlet giving the details of *melas* at Bengal Nagpur Railway stations was issued by the Bengal Nagpur Railway, in which much information has been incorporated regarding railway concessions available and giving a list of dharamsalas, hotels and boarding houses.

71.2. Handbills, folders, pamphlets and posters.—The following posters, handbills, folders and pamphlets were distributed during the year by Railways in India. The total excludes the handbills, etc., which were distributed by the Central Publicity Bureau :—

	1938-39.	1939-40.
Handbills	6,000,000	6,960,800
Folders and pamphlets . . .	108,600	872,675
Posters	173,000	155,945

To encourage students and teachers to visit South India, an illustrated pamphlet was issued by the South Indian Railway detailing the concessions and facilities allowed to students and teachers going on excursion. A new pamphlet " Visit South India " was also issued by the South Indian Railway for general sale to the public in the form of a travellers' guide.

Special double crown posters dealing with pilgrim centres and other places worth visiting were exhibited in third class coaches of the Bombay suburban section of the Great Indian Peninsula Railway.

71.3. Reciprocal publicity.—This was continued between Indian Railways. In many cases of overseas railways, reciprocal publicity arrangements were suspended due to the international situation. The South Indian Railway and the Posts and Telegraphs Department entered into a reciprocal arrangement for the display of their posters and other publicity literature.

71.4. Loudspeakers.—These were extensively used by the East Indian Railway in the *mela* areas at important stations. For the Kartiki mela at Pandharpur on the Great Indian Peninsula Railway a motor van was fitted with a loudspeaker and cinema apparatus as an experimental measure. The unit visited 13 towns and villages daily and the attendance at some of the places was not less than 8,000 to 10,000 people.

71.5. Cinema car.—142 stations were visited and 239 shows were given by the cinema car attached to the North Western Railway. The attendance at these exhibitions has been estimated to have been over six lakhs of people.

143 open air talkie shows were also given at 86 stations by the cinema car unit belonging to the Eastern Bengal Railway, and at 14 of their institutes.

71.6. Newspaper advertising.—The following expenditure was incurred by principal railways on account of advertising in newspapers and periodicals :—

Railway.	1938-39.	1939-40.
	Rs.	Rs.
Eastern Bengal	56,575	49,030
East Indian	43,554	42,634
Great Indian Peninsula	23,245	29,810
Madras and Southern Mahratta . . .	12,716	13,773
North Western	54,345	52,721

Publicity was given in newspapers to the various concessions and facilities offered by railways throughout the year in connection with all important festivals, *melas* and holidays, and in connection with some of the principal hot weather resorts in India. Free space was also obtained for publication of press notices, bulletins, articles, etc.

71.7. Trade advertisements.—The gross revenue secured from trade advertisements, bookstalls, bazaar specials, etc., during the year by some of the principal railways amounted to :—

Railways.	1938-39.		1939-40.	
	Rs.	£	Rs.	£
Bombay, Baroda and Central India	66,678	...	65,544	...
Eastern Bengal	47,401	...	50,051	...
East Indian	63,993	...	54,638	...
Great Indian Peninsula	68,997	+58	48,384	+42
North Western	49,702	...	41,648	...
South Indian	53,120	...	52,331	...

Efforts continued to be made to increase the revenue from commercial and other trade advertisements, but, owing to the outbreak of War, many firms have had to curtail their advertisement expenditure.

With a view to stimulating trade advertisements, an attractive booklet was issued by the Great Indian Peninsula Railway showing the scale of charges and emphasizing the advantages of advertising on the Railway. A press campaign was also instituted during the year by that railway drawing the attention of the commercial community to the excellent facilities offered for trade and other advertisements.

The level of earnings on the South Indian and the Eastern Bengal Railways has remained about the same, mainly due to tapping new sources of revenue and adjustment of rates to suit market conditions

71.8. Excursion trains.—An appreciable increase of traffic has resulted to the Bombay, Baroda and Central India Railway from their efforts to popularise these excursions. The comparative figures for 1938-39 and 1939-40 are :—

	Number of specials.	Bogie carriages.	Profits.
			Rs.
1938-39	17	38	75,924
1939-40	19	43	96,005

Six " Conducted Third Class Local Excursion " tours were also run on the Bengal Nagpur Railway, carrying a total of 2,690 passengers, from which a gross earning of Rs. 44,676 accrued.

On the South Indian Railway ten excursion parties in special trains and 25 parties in reserved carriages travelled, resulting in a gross income of Rs. 63,250 to that railway. 72 student excursion parties comprising of 6,125 members also travelled, including a party of 150 students of the University of Bombay travelling 2nd class on a tour of South India. The net earnings to the South Indian Railway on account of these students' excursions were Rs. 24,000.

The efforts made by the Bengal Nagpur Railway to interest educational Institutions in travel resulted in a party of students from Raj Kumar College, Raipur, to undertake an educational tour on the railway, which brought in earnings amounting to Rs. 1,568.

71.9. Circular tours, zone tickets, etc.—These continued to be widely advertised and appear to be becoming more popular every year. On the Bombay, Baroda and Central India Railway, for instance, zone tickets issued on two occasions during the year, in July 1939 and January 1940, resulted in the following traffic :—

	Number.	Earnings.
		Rs.
July 1st to 20th, 1939	61,555	5,06,236
January 11th to 31st, 1940	69,038	5,65,076

" All-India Circular Tour tickets " on that railway were availed of by 1,334 passengers, which gave an earning of Rs. 96,744.

" Standard Circular Tours " were introduced for the first time on the Bengal Nagpur Railway this year. Wide publicity was given during the year to round tours on the Assam Bengal Railway, in which connection the Administration distributed 10,000 booklets, 5,000 posters and 1,000 handbills.

71.10. Bazaar specials.—A Poojah Bazaar special train was run over the broad and metre gauge sections of the Eastern Bengal Railway during September and October 1939. 15 firms participated in this special, resulting in a cash turnover to them of Rs. 2,65,000, besides the securing of many orders from out-stations. 36 stations were visited, at which it has been estimated that 400,000 people visited the Bazar Special. The gross railway revenue amounted to Rs. 17,495 as against Rs. 17,133 secured in the preceding year. A Joint Trade Exhibition trian was also run over the Great Indian Peninsula, His Exalted Highness the Nizam's State, Madras and Southern Mahratta, Bengal Nagpur, East Indian and Bombay, Baroda and Central India Railways, covering a distance of 3,600 miles. 15 firms participated in exhibiting their wares on this train and the gross earnings to railways amounted to Rs. 27,000.

71.11. Miscellaneous activities.—Advertisement " Stuffers ", printed in two colours on glazed butter paper advertising mileage coupon tickets, standard tours, express goods service, etc., were made use of by the Great Indian Peninsula Railway, as enclosure to the correspondence with the public. Poster stamp advertising was also resorted to by that railway. In co-operation with the Western India Match Company, His Exalted Highness the Nizam's State Railway arranged for the distribution of 100,000 match boxes pasted with a label bearing the design of Ajanta and Ellora Caves. The news bulletin containing the latest news from Reuters' Agency was continued on the Frontier Mail and on the week-end Flying Ranee. A staff calendar was issued by the Great Indian Peninsula Railway with slogans dealing with subjects, such as courtesy, punctuality, tidiness, and methods of increasing revenue. In this connection letterpress posters appealing to the travelling public in the matter of courtesy, cleanliness, discouraging begging and hawking in trains were also issued.

CHAPTER VI.

RAILWAY COLLIERIES.

72. The quantity despatched from the principal railway collieries during the year 1939-40 compares with the previous year's issues as follows :—

Colliery.	Owned by (Railways)	Quantity despatched (tons).	
		1938-39.	1939-40.
1. Bhurkunda . . .	State	168,086	105,429
2. Kargali	State	661,352	702,912
3. Kurharbaree and Serampore	State	701,597	685,392
4. Joint Bokaro . . .	E. I. & B. N. . .	1,030,621	1,052,436
5. Joint Sawang . . .	E. I. & B. N. . .	48,401	48,641
6. Jarangdih . . .	B., B. & C. I. and M. & S. M.	93,572	79,082
7. Talcher	M. & S. M. . . .	190,302	200,101
8. Kurasia	B., B. & C. I. . .	283,318	282,158
9. Deulbera	B. N.	136,687	118,667
10. Argada	B. N.	321,690	314,745

73. State Railway Collieries.

73.1. Bhurkunda Colliery.—Coal despatched to railways, etc., during the year amounted to 105,429 tons.

In No. 1 Kurse Incline, winning of coal by pillar extraction continued until August 1939 when due to heating on the west side the goaf area had to be sealed off and the working of this Incline suspended. Working in No. 2 Kurse Incline also had to be suspended until August 1939 owing to the presence of black damp in the air current but was resumed after the goaf area in No. 1 Incline had been sealed off.

First working of No. 3 Kurse Incline by the formation of pillars was carried on throughout the year. Nos. 1 and 2 Nakari Inclines were developed by main and companion Dips.

Owing to restricted working no coal was raised from the Simana or Sirka Seams during the year.

73.2. Kargali Colliery.—Coal despatched to Railway and other Government Departments amounted to 702,912 tons.

Quarries.—In No. 1 Quarry the main broad gauge track was moved to the Dip of the Seam.

In No. 2 Quarry the coal faces and bridge pillars had to be isolated from fires which broke out in the overburden dump.

During the monsoon season water accumulated in No. 3 Quarry to a depth of 26 feet and considerably handicapped the working of the bottom

coal. A drainage gallery is now being driven on the floor of the seam to the Karo pumping shaft, which, it is expected, will keep the quarry free from water during the next monsoon.

Underground workings.—Throughout the major portion of the year there was a shortage of skilled labour for the underground working. This and the frequent intrusions of stone encountered in the seam itself made progress in the main heading very unsatisfactory.

In the Karo Incline in the top section workings at No. 2 Quarry, a drainage shaft was started in the Karo Barrier and by the end of the year had reached within a few feet of the top of the seam.

In the 12′ seam Incline the Main Endless Haulage was extended along the main level and the amount of hand tramming considerably reduced.

73.3. Kurharbaree Colliery.—The quantity of coal despatched to railways, etc., amounted to 354,804 tons.

Depillaring and development works were carried out throughout the year.

In the Joktiabad Mine on No. 5 side the roof near the barrier became very friable as a result of which the top section coal had to be left as a support in some places.

In the Jubilee Pit at No. 4 side the development of the bottom section in the area beneath the top section goaf has been completed and pillar cutting is now being carried out under extremely difficult conditions owing to the heavy nature of the middlestone and the fact that the main roof above has already collapsed.

73.4. Serampore Colliery.—Despatches from this colliery amounted to 330,588 tons.

Some of the wide roads made many years ago in the Central Pit in No. 3 side have collapsed and roads have now to be driven over the top of this area to work the inbye pillars of coal.

Depillaring in all other districts continued satisfactorily throughout the year.

A small percentage of inflammable gas was reported at various times, throughout the year, in the Deep Pit workings.

Coke and bye-products plant.—The outturn from this plant was—

		1938-39.	1939-40.
Coke	Tons	45,740	**29,215**
Coal tar	,,	1,733	**1,251**
Sulphate of ammonia	,,	417	**315**
Benzol	Gallons	51,153	**44,163**
Rectified solvent	,,	2,290	**1,390**

73.5. East Indian and Bengal Nagpur Railways' Joint Bokaro Colliery.—The despatches from this colliery amounted to 1,052,436 tons.

A drainage gallery was driven from No. 1 Quarry to No. 1 Quarry Extension and all surface water dealt with by No. 1 Quarry Electric Pumps.

Development work in No. 1 Quarry Extension was pushed on as rapidly as possible with the result that output from this area has steadily increased.

The dyke in No. 5 Quarry has been removed and the working of the whole face of the quarry has now been greatly facilitated.

73.6. East Indian and Bengal Nagpur Railways' Joint Sawang Colliery.—Despatches from this colliery owing to restricted development only amounted to 48,641 tons.

Coal was mined partly from the quarry area and partly from inclines.

74. Company-managed Railway Collieries.

74.1. Bombay, Baroda and Central India and Madras and Southern Mahratta Railways' Jarangdih Colliery.—Despatches from this colliery amounted to 79,082 tons.

Shaft working.—The shaft workings remained closed throughout the year and the water level in the shafts is now within 67 feet of the surface.

Inclines.—In No. 3 Incline the limit of working with the present haulage was reached early in the year and there was consequently very little development in the dip. The lower levels on the north side encountered the fault which forms the natural boundary of the workings on the north side and on the South No. 23 South level was driven through the fault to prove the seam along the line of strike.

No. 21 South level is now being driven through the fault to facilitate ventilation of the lower levels.

In No. 5 Incline development proceeded normally and according to plan and the main headings made good progress to the dip in heavily watered strata.

Arrangements are now being made to instal the 48 h.p. pump in 28 North level and a 20 h.p. pump in No. 1 West Slant.

The Sirocco fan operated very satisfactorily throughout the year and all working places were kept free from gas.

Electrification.—Minor works required under the Indian Electricity Rules, 1937, were carried out during the year :—

	1938-39.	1939-40.
Units consumed	901,092	**932,415**

The average cost per unit worked out at 9 pies for the year under review against 10·79 pies for the previous year.

Labour.—The attendance of miners and loaders varied considerably throughout the year, attendance during the monsoon and harvesting periods being particularly poor.

Accidents.—There were no fatal accidents and only one serious accident occurred during the year.

74.2. Madras and Southern Mahratta Railway's Talcher Colliery.—The total quantity of coal despatched from this colliery to the Madras and Southern Mahratta Railway amounted to 200,101 tons.

Underground workings.—Development underground was normal and gallery drivage amounted to 47,541 feet despite the occurrence of faults and other adverse conditions below ground.

In the south-east section an upthrow fault of 35 feet was met and a pilot gallery was driven through the fault to prove the coal in the area beyond.

Despatches were, due to the elimination of women labour and unrest in the Talcher State, seriously affected during the earlier part of the year. Excessive humidity in some of the underground districts during the monsoon period was also the cause of a loss of output.

Twelve new mine cars were put into service.

Surface works.—Eleven new blocks of labour quarters and a second masonry tank for the supply of drinking water were completed during the year.

Endless haulage for removal of slack coal.—The engine room and engine foundation have been completed.

Labour.—The attendance of labour was, due to unrest in the State, unsatisfactory during the first half of the year. Attendance gradually

improved, however, during the second half of the year. The average number of persons employed daily were:—

1938-39	1,305
1939-40	**1,430**

Medical.—The number of patients treated at the hospital and dispensary was 34,689.

74.3. Bombay, Baroda and Central India Railway's Kurasia Colliery.—The total quantity of coal despatched from this colliery to the Bombay, Baroda and Central India Railway amounted to 282,158 tons.

Underground workings.—Development underground proceeded satisfactorily, a total advance of 388 feet in No. 2 Incline and 395 feet in No. 3 Incline being obtained during the year.

Despatches towards the end of the year were somewhat hampered due to the short supply of empties by the Bengal Nagpur Railway a total of only 13,200 wagons for the year being supplied against indents for 13,990.

The supply of underground labour was also unsatisfactory as many of the miners were attracted to the Jharia Coal-field where higher rates of wage were being paid and where better climatic conditions prevail.

Buildings.—The following building works were taken in hand and completed:—

(*a*) One block of senior subordinate quarters containing two units.
(*b*) Six blocks of junior subordinate quarters each containing two units.
(*c*) Four blocks of artisan quarters each containing four units.
(*d*) Thirty blocks of labour quarters each containing six rooms.

All colliery plant and machinery were maintained in good order throughout the year.

Electrical works.—The following works were carried out during the year under review:—

(i) Ventilating fan motor was thoroughly overhauled.
(ii) Motor of No. 1 coal cutting machine was overhauled.
(iii) A new overhead trolley line of about 8,000 feet was extended in Nos. 2 and 3 Inclines.

74.4. Staff welfare.—The health of the labourers in all the collieries was generally good and the state of sanitation satisfactory.

75. Coal mined in India.—In 1939 the coal mined in the various provinces of British India amounted to 24,662,788 tons as against 25,276,743 tons in 1938 or a decrease of 613,955 tons.

76. Coal despatched by rail.—The quantity of coal carried by the East Indian and Bengal Nagpur Railways was as follows:—

Railway.	1938-39 Tons.	1939-40 Tons.
East Indian	14,554,400	**15,403,708**
Bengal Nagpur	8,790,828	**9,741,700**

77. Coal shipped from Calcutta.—Shipments including Bunker Coal from the Port of Calcutta to Indian and Foreign Ports during 1939-40 amounted to 3,217,509 tons as compared with 2,920,118 tons in 1938-39. 160,274 tons of Indian Coal was shipped to the Ceylon Government Railway.

78. Tonnage of coal inspected.—The State Railways' Coal Department inspected 7,894,539 tons of coal during 1939-40 as compared with 7,723,656 tons in 1938-39.

79. Indian Coal Grading Board.—The State Railways' Coal Department continued to carry out work on behalf of the Indian Coal Grading Board during the year. The amount of cargo coal shipped under the Indian Coal Grading Board to various ports during 1939 was 2,642,205 tons and inspections were carried out by this Department both at the collieries and Kidderpore Docks.

CHAPTER VII.

ROLLING STOCK AND MATERIALS.

80. Additions to equipment.—During the year the following locomotives and rolling stock, including arrears brought forward from previous years, were on order for broad and metre gauge railways :—

Items.	Broad gauge.	Metre gauge.
Locomotives	58	46
Coaching stock	772	574
Goods stock	3,713	1,346

New locomotives and rolling stock actually placed on the line during the year were as under:—

Items.	Broad gauge.	Metre gauge.
Locomotives	23	22
Coaching stock	326	277
Goods stock	3,495	535

The numbers of coaching and goods stock shown are in terms of four-wheelers, a bogie being reckoned as two four-wheelers. These figures do not, however, represent the actual net additions to rolling stock as they include vehicles built in replacement of stock which had reached the end of its economic life.

80.1. Engines.—23 broad gauge locomotives were added of which 21 were on replacement account and 2 were additions. On the metre gauge the 22 locomotives were all additions. The average tractive effort per engine rose from 26,025 lbs. in 1938-39 to 26,093 lbs. in 1939-40 on the broad gauge, while on the metre gauge it fell from 14,957 lbs. in 1938-39 to 14,938 lbs. in 1939-40.

80.2. Coaching vehicles.—At the end of the year, the number of coaching vehicles on the broad gauge was 127 less than at the beginning, 453 having been scrapped of which 326 were replaced. On the metre gauge, the number at the end of the year was more by 6; 277 having been added of which 271 were replacements.

80.3. Wagons.—On the broad gauge 902 were scrapped during the year against an addition of 3,495. On the metre gauge 360 were scrapped and 535 were added.

The graphs on the following pages show the total number of locomotives, boilers, carriages and wagons sanctioned for Class I Programme Railways during the past fourteen years. These figures represent not only additional rolling stock but also stock on replacement account.

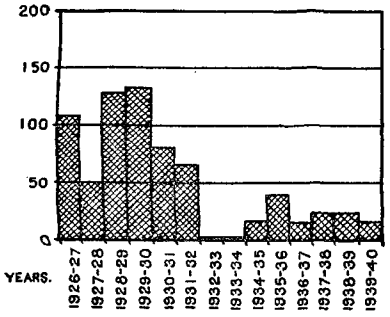
81. Reduction of upper class stock.—Railways continued to examine the possibility of further reductions in upper class accommodation.

First class accommodation was abolished on two trains on the Villupuram-Cuddalore section of the South Indian Railway and on the Amla-Parasia branch of the Great Indian Peninsula Railway.

The policy on the Eastern Bengal Railway of converting first, second and intermediate class bogies into first, second, intermediate and third, to provide increased accommodation for intermediate and third class passengers, was continued during the year under review with the result that 3 broad gauge bogie first and second class, 13 broad gauge bogie first, second and intermediate class and 4 metre gauge bogie first, second and intermediate class and 4 metre gauge bogie first, second and intermediate class were converted into first, second, intermediate and third class.

(1)

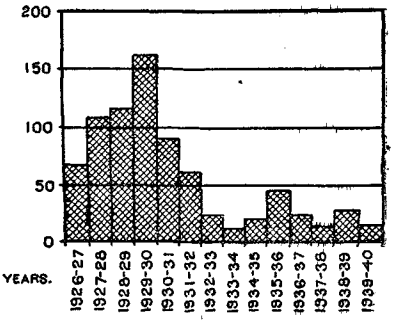
BROAD GAUGE.



Number of locomotives sanctioned in the rolling stock programme.

(2)

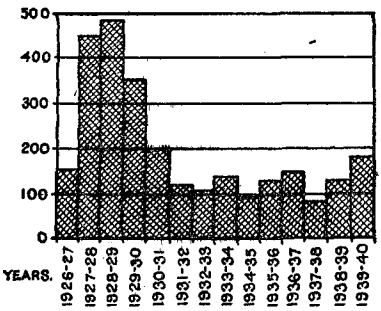
METRE GAUGE.



Number of locomotives sanctioned in the rolling stock programme.

(3)

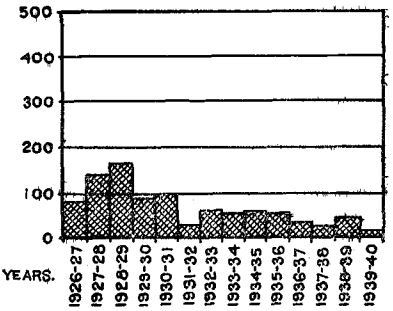
BROAD GAUGE.



Number of boilers sanctioned in the rolling stock programme.

(4)

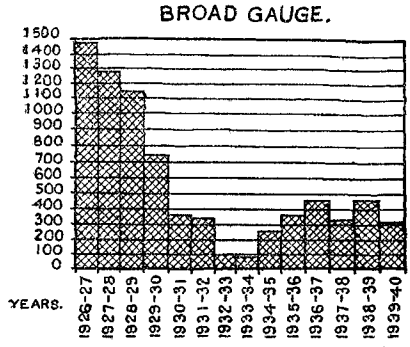
METRE GAUGE.



Number of boilers sanctioned in the rolling stock programme.

(5)

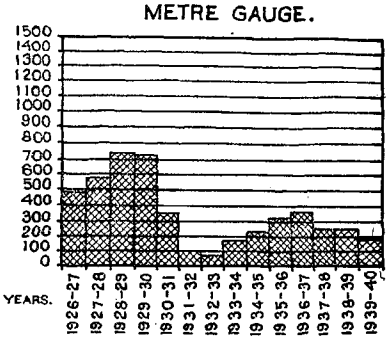
BROAD GAUGE.



Number of coaching stock units sanctioned in the rolling stock programme.

(6)

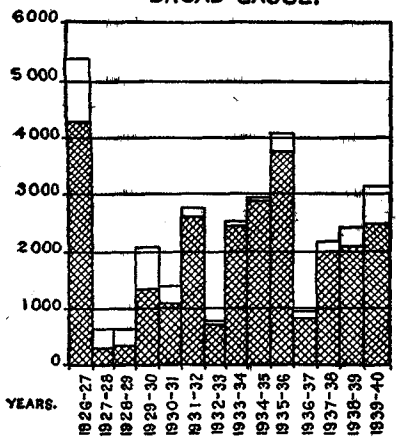
METRE GAUGE.



Number of coaching stock units sanctioned in the rolling stock programme.

(7)

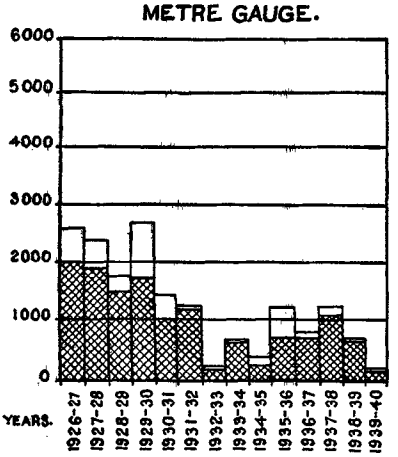
BROAD GAUGE.



General service and other type of wagons in units sanctioned in the rolling stock programme.

(8)

METRE GAUGE.



General service and other type of wagons in units sanctioned in the rolling stock programme.

General service wagons shown thus

Other types shown thus

On the North Western Railway the broad gauge authorised upper class stock was reduced by 14 first and second and 3 second class bogies.

The first class accommodation provided by railways was reduced by 816 seats in 1939-40.

82. Supply of rails and fishplates from indigenous sources.—During the year under review orders amounting to 84,549 tons of rails and 2,831 tons of fishplates were placed with Messrs. The Tata Iron and Steel Company, Ltd.

Approximately 50 per cent. of all rails manufactured by this firm was subjected to controlled cooling by the Sandberg process, which was introduced from November 1939.

83. Purchase of timber for carriage and wagon building.—The total value of timber other than sleepers bought by Class I Railways (excluding Jodhpur, Mysore and His Exalted Highness the Nizam's State Railways) during the year was 39·04 lakhs as compared with 46·83 lakhs in 1938-39 and 34·94 in 1937-38.

The kilns at Lillooah remained closed throughout the year.

84. Wooden sleeper Purchase Organisation.—The total purchase of wooden sleepers during the last four years has been :—

	No. of sleepers in lakhs.			
	1936-37.	1937-38.	1938-39.	1939-40.
Broad gauge .	15·05	12·59	13·64	13·37
Metre gauge .	14·83	14·28	15·23	14·15
Narrow gauge .	1·71	1·61	1·95	2·21

The relative position of various kinds of sleepers can be seen from the following percentages, based on the total number of sleepers in the track of Class I Railways (excluding Mysore Railway) :—

	1939-40.			
	Wood.	Cast Iron.	Steel.	Other kinds.
Broad gauge . .	40·80	41·80	17·17	0·3
Metre gauge . .	70·00	5·14	24·91	0·01

The wooden sleeper track mileage of all gauges on Class I Railways (excluding Mysore Railway) on 31st March 1940 was 26,369·3 out of a grand total of 50,858·6.

No wooden sleepers were imported except from Burma. The price of sal sleepers in the Eastern Group in 1939-40 averaged about Rs. 5-4-9 for broad gauge and Rs. 2-5-4 for metre gauge compared with Rs. 4-12-8 and Rs. 1-14-8 respectively in 1938-39.

At Dhilwan on the North Western Railway the following soft wood broad gauge sleepers and narrow gauge sleepers of coniferous trees were impregnated with a mixture of 40 per cent. creosote and 60 per cent. of fuel oil :—

——	Fir.	Chir pine.	Kail pine.	Deodar.	Total.
	No.	No.	No.	No.	No.
1. Number of sleepers treated { Broad gauge . .	37,213	297,411	..	96,682	431,306
1. Number of sleepers treated { Narrow gauge . .	..	..	..	2,436	2,436
	Lbs.	Lbs.	Lbs.	Lbs.	
2. Average absorption per broad gauge sleeper of 40 per cent. of creosote mixture.	6	6	..	4	
3. Average absorption per broad gauge sleeper of 60 per cent. fuel oil mixture.	9	9	..	6	
4. Average total absorption per sleeper . . .	15	15	..	10	
5. Approximate average absorption per c. ft. . .	5	5	..	3·3	

The cost of treated sleepers, for the year 1939-40 was slightly higher than last year. This was due partly to the rise in the price of sleepers and partly to the new method adopted in calculating the treating charges.

	Average cost per sleeper untreated.	Cost of treating per sleeper including freight on sleeper to Dhilwan.	Overhead and, other charges i.e., Control Charges.	Total average cost per treated broad gauge sleeper.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Deodar — Broad gauge	4 9 0	0 15 2	0 3 0	5 11 2
Deodar — Narrow gauge	1 10 0	0 6 0	0 3 0	2 3 0
Kail pine	..	..	..	..
Chir pine	3 5 0	1 9 9	0 3 0	5 1 9
Fir	2 11 6	1 0 3	0 3 0	3 14 9

The total amount spent on wooden sleepers on Class I Railways (excluding His Exalted Highness the Nizam's State, Jodhpur and Mysore Railways) was Rs. 1·20 crores in 1939-40 compared with Rs. 1·02 crores in 1938-39 and Rs. 1·03 crores in 1937-38.

The annual meeting of the Sleeper Pool Committee was not held in 1939.

85. Value of railway materials purchased.—The value of stores purchased by Class I Railways (excluding the Jodhpur, His Exalted Highness the Nizam's State and Mysore State Railways which are mainly or wholly the property of Indian States) increased from Rs. 16·80 crores in 1938-39 to Rs. 17·67 crores in 1939-40. The value of "indigenous materials" purchased increased by Rs. 95 lakhs while that of "imported materials" declined by Rs. 8 lakhs. It will be observed from the statement below that, taking both the heads together, the principal increases were under permanent-way material and track tools (55 lakhs), stores, hardware, copper, tin, zinc ware, etc. (19 lakhs) and miscellaneous stores (23 lakhs): the variations under other heads are not appreciable.

(Figures in lakhs.)

Particulars.	Value of imported materials.			Value of indigenous materials.	Total purchases.	
	Purchased direct.	Purchased through agents in India.	Total imported materials.		1939-40.	1938-39.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A. Bridge work and its parts, fittings and special fastenings.	..	8	8	8	16	9
B. Engineering plant and components including all hand and power machinery.	..	6	6	1	7	8
C. Workshop machinery, plant and equipment including pneumatic machinery and tools.	6	20	26	1	27	34
D. Permanent-way material and track tools.	4	13	17	3,19	3,36	2,81
E. Rolling stock	1,05	1,51	2,56	1,33	3,89	3,87
F. Building materials, water mains, sewage system and track and yard enclosing materials and signal and interlocking materials, etc.	3	15	18	35	53	59
G. Stores hardware, copper, tin and zinc ware, all leather, canvas and India rubber in bulk, metals, painters' stores, timber and fuel and fuel oil, etc.	13	1,40	1,53	4,57	6,10	5,91
H. Electrical and train and Locomotive lighting plants and materials, etc., and telegraph and telephone equipment.	4	50	54	10	64	69
All other stores	4	1,01	1,05	1,60	2,65	2,42
TOTAL	1,39	5,04	6,43	11,24	17,65	16,80

86. Value of stores purchased by State-managed and Company-managed railways during 1931-32 to 1939-40, value of stores purchased by those railways through the Indian Stores Department and value of stores purchases controlled by the Railway Board for those railways during that period.—A statement is given below showing the value of stores imported direct, imported stores purchased in India and indigenous stores purchased by the State-managed and Company-managed railways during the years 1931-32 to 1939-40 together with the value of stores purchased by those railways through the Indian Stores Department and also the value of stores purchases controlled by the Railway Board during the same period :—

(Figures in thousands of rupees.)

Railways.	TOTAL VALUE OF STORES PURCHASED.				Value of stores purchased through Indian Stores Department.	Percentage Column 6 to Column 5.	Value of stores purchases controlled by the Railway Board.	Percentage Column 8 to Column 5.
	Stores imported direct.	Imported stores purchased in India.	Stores of Indian manufacture or of indigenous origin.	Total.				
1	2	3	4	5	6	7	8	9
	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	
1931-32.								
State-managed	1,03,23	2,91,56	5,47,71	9,42,50	1,18,08	12·53	4,51,48	47·90
Company-managed	1,41,21	1,28,46	3,87,24	6,56,91	7,87	1·20	1,73,73	26·42
TOTAL	2,44,44	4,20,02	9,34,95	15,99,41	1,25,95	7·87	6,25,21	39·10
1932-33.								
State-managed	8,54	2,26,28	3,95,16	6,29,98	1,46,84	23·38	2,61,05	41·44
Company-managed	79,00	1,07,12	2,87,83	4,73,95	4,70	0·99	95,87	20·23
TOTAL	87,54	3,33,40	6,82,99	11,03,93	1,51,54	13·72	3,56,92	32·33
1933-34.								
State-managed	6,81	2,50,63	4,94,51	7,51,95	1,70,93	22·73	3,22,17	42·84
Company-managed	66,36	1,12,71	2,65,56	4,44,63	3,81	0·85	77,58	17·45
TOTAL	73,17	3,63,34	7,60,07	11,96,58	1,74,74	14·60	3,99,75	33·40
1934-35.								
State-managed	5,40	2,57,11	5,42,69	8,05,20	2,53,51	31·48	3,48,19	43·24
Company-managed	1,10,90	1,45,65	3,51,58	6,08,13	6,15	1·01	1,40,18	23·05
TOTAL	1,16,30	4,02,76	8,94,27	14,13,33	2,59,66	18·37	4,88,37	34·55
1935-36.								
State-managed	6,37	3,36,38	6,14,15	9,57,40	2,78,11	29·05	4,05,78	42·38
Company-managed	1,23,99	1,32,21	3,43,68	5,99,88	6,76	1·13	1,40,28	23·38
TOTAL	1,30,36	4,69,99	9,57,83	15,57,28	2,84,87	18·29	5,46,06	35·06
1936-37.								
State-managed	5,31	2,58,65	5,33,26	7,97,22	*3,29,44	41·32	3,17,01	39·88
Company-managed	1,18,12	1,18,13	3,30,41	5,66,66	28,32	5·00	1,10,46	19·49
TOTAL	1,23,43	3,76,78	8,63,67	13,63,88	3,57,76	26·23	4,28,37	30·69
1937-38.								
State-managed	37	3,22,00	5,46,75	8,68,12	†3,83,53	44·18	3,06,99	35·32
Company-managed	1,24,71	1,45,30	3,61,52	6,31,53	7,71	1·22	1,34,37	21·27
TOTAL	1,25,08	4,67,30	9,08,27	15,00,65	3,91,24	26·07	4,41,36	29·41
1938-39.								
State-managed	10	3,42,55	5,95,06	9,37,71	‡3,76,15	40·11	3,49,16	37·24
Company-managed	1,55,80	1,52,93	4,33,72	7,42,45	8,39	1·13	1,47,96	19·93
TOTAL	1,55,90	4,95,48	10,28,78	16,80,16	3,84,54	22·89	4,97,12	29·59
1939-40.								
State-managed	1,88	3,43,57	6,81,30	10,26,75	§4,69,32	45·72	3,90,79	38·07
Company-managed	1,37,34	1,59,96	4,42,80	7,40,10	28,63	3·87	1,71,35	23·15
TOTAL	1,39,22	5,03,53	11,24,10	17,66,85	4,98,00	28·19	5,62,14	31·82

* Purchases to the value of Rs. 97,198 for the Chief Mining Engineer, Railway Board, Rs. 5,043 for the Central Publicity Bureau, Indian State Railways, and Rs. 251 for the Railway Clearing Accounts Office made through the Indian Stores Department during 1936-37 are omitted from this figure.

† Purchases to the value of Rs. 5,51,611 for Chief Mining Engineer, Railway Board, Rs. 9,001 for the Central Publicity Bureau, Indian State Railways, and Rs. 413 for the Railway Clearing Accounts Office made through the Indian Stores Department during 1937-38 are omitted from this figure.

‡ Purchases to the value of Rs. 7,33,851 for the Chief Mining Engineer, Railway Board, Rs. 3,191 for the Central Publicity Bureau (Indian State Railways) and Rs. 563 for the Railway Clearing Accounts Office are omitted from this figure.

§ Excludes purchases to the value of Rs. 7,60,558 for the Chief Mining Engineer, Railway Board, Rs. 8,679 for the Central Publicity Bureau (Indian State Railways) and Rs. 3,52 for the Railway Clearing Accounts Office.

It will be seen that the total value of indigenous stores purchased by the State-managed railways during the year under review exceeded that for the previous year by about 86 lakhs, and its percentage to the total value of all stores purchased by those railways increased from 63·46 in 1938-39 to 66·36 in 1939-40. The value of stores purchased by State-managed railways through the Indian Stores Department increased during the year by Rs. 93·17 lakhs, due chiefly to increased prices and purchase of reserve stocks.

In the case of Company-managed railways, the value of stores imported direct declined from Rs. 155·80 lakhs in 1938-39 to Rs. 137·34 lakhs in 1939-40 and the value of purchases made through the Indian Stores Department has shown a considerable increase over that for the previous year. As in 1936-37, the increase was due to Company-managed railways purchasing wheels and axles for wagons through the Indian Stores Department.

87. Purchases of stores by railways through the Indian Stores Department.—The total value of stores purchased by all railways through the agency of the Indian Stores Department during the year under review amounted to Rs. 5,05,69,402, of which Rs. 34,61,306 represented the value of textiles and leather and Rs. 4,71,08,096 the value of engineering, hardware and miscellaneous stores. The following more important items of railway stores were added during the year to the list of items the purchase of which by the State-managed railways through the Indian Stores Department is obligatory :—

Plant—refrigerating and air-conditioning—excluding that required for the rolling stock.

Engines—fire, steam or manual.

Engines—steam, portable or semi-portable, with or without hoisting gear and crane jib—and fittings.

All chemicals, excepting pharmaceutical.

Standard steel windows and doors.

Gas-making apparatus.

Surface and underground coal mining machinery and plant.

Rail motors—petrol.

Washers, steel, spring.

88. Air-conditioned coaches.—The air-conditioned services on the Bombay, Baroda and Central India, East Indian and Great Indian Peninsula Railways continued to be well patronised and greatly appreciated by the travelling public. Seven air-conditioned coaches on the North Western Railway for service on the Lahore-Karachi and Peshawar-Bombay mails and four additional air-conditioned coaches on the Bombay, Baroda and Central India Railway, were under construction for service during 1940-41.

89. Cost of maintenance and supply of locomotive power and cost of maintenance and operation of carriage and wagon stock.—The results obtained during the year under review and the thirteen previous years in regard to the cost of maintenance and supply of locomotive power under the three major heads of accounts (running repairs, workshop repairs and operating expenses) and also of the cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton-miles, for both broad and metre gauges of the Class I Railways in India, are reproduced in graphic form on the two following pages.

90. Central Standards Office for Railways.

90.1. Civil Engineering Branch.—During the year under review, the Civil Engineering Branch of the Central Standards Office ***standardized and issued*** the following drawings :—

Bridges—

(i) Reinforced concrete pipe culverts broad gauge and metre gauge M.L. standard of 1¼ feet, 1½ feet, 1¾ feet, 2 feet, 2¼ feet, 2½ feet, 2¾ feet, 3 feet, 3¾ feet and 4 feet diameters.

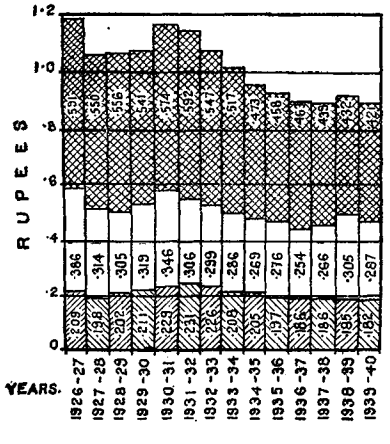
Running repairs shown thus

Workshop repairs shown thus

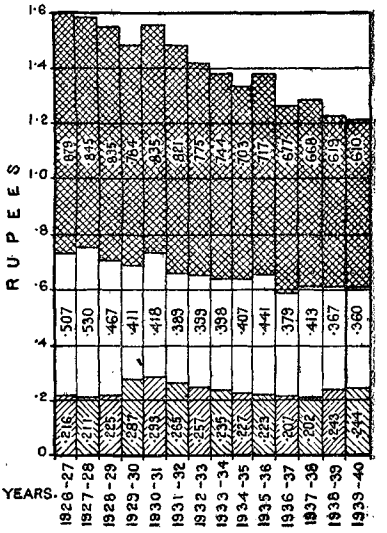
Operating expenses shown thus

COST OF MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER PER 1,000 GROSS TON-MILES.

(1)
BROAD GAUGE.

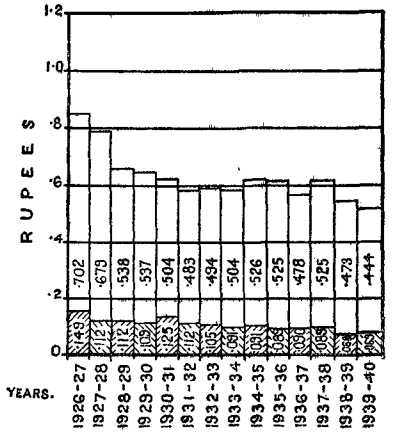


(2)
METRE GAUGE.



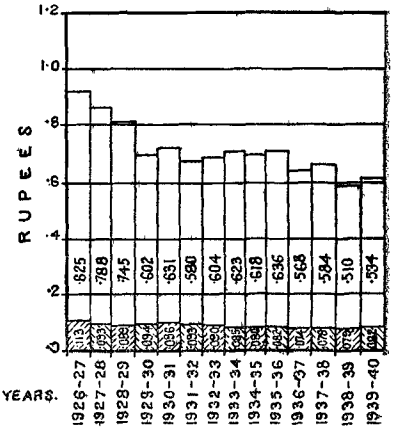
COST OF MAINTENANCE AND OPERATION OF CARRIAGE AND WAGON STOCK PER 1,000 GROSS TON-MILES.

(3)
BROAD GAUGE.



COACHING VEHICLES.

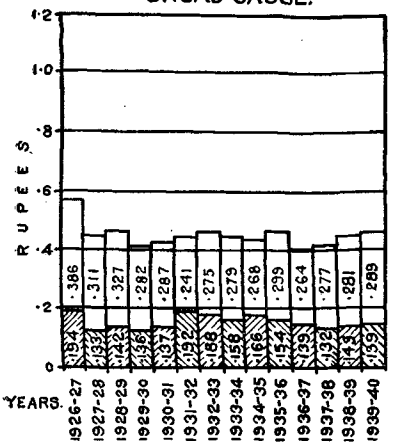
(4)
METRE GAUGE.



COACHING VEHICLES.

(5)

BROAD GAUGE.

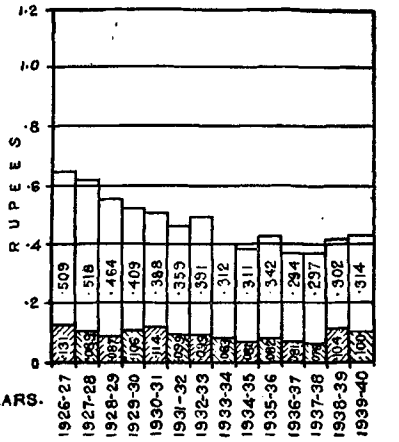


GOODS VEHICLES.

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton-miles.

(6)

METRE GAUGE.

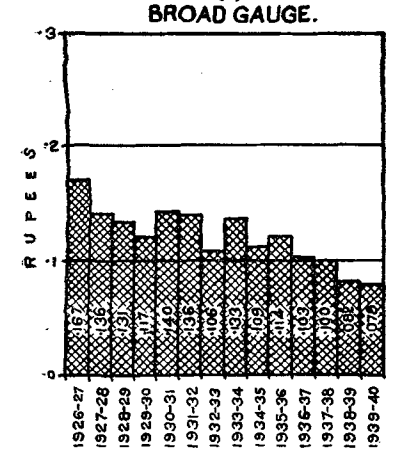


GOODS VEHICLES.

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton-miles.

(7)

BROAD GAUGE.

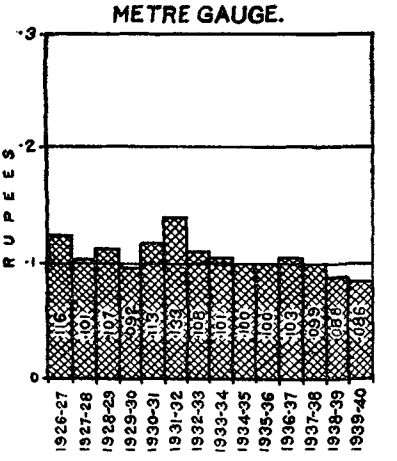


OPERATING EXPENSES.

Cost of operation of carriage and wagon stock per 1,000 gross ton-miles.

(8)

METRE GAUGE.



OPERATING EXPENSES.

Cost of operation of carriage and wagon stock per 1,000 gross ton-miles.

(ii) Reinforced slab top broad gauge M.L. standard for 12 feet clear span (*a*) for single track (twin slab type), (*b*) for multiple tracks, and (*c*) alternative with small width units.

Roofs and sheds—

(i) Roofs over 47 feet, 54 feet and 61 feet wide passenger platforms—broad gauge.

(ii) Roofs over 24 feet, 47 feet, 50 feet, 54 feet and 60 feet 8 inches wide passenger platforms—metre gauge.

Signalling and Interlocking—

(i) Facing point lock.

(ii) Split stretcher bar for facing point lock—broad gauge.

(iii) Doll signal base.

(iv) Detail drawings of certain parts of the signal and point indicator lamps.

In addition to the above the following drawings were prepared by the Central Standards Office and issued as **tentative standards**:—

Permanent-way—

(i) Insulated switch tie plate for broad gauge and metre gauge.

(ii) Insulated crossing tie plate for broad gauge.

(iii) 1 in 6 diamond crossing for broad gauge 75R.

(iv) Leading stretcher bar for 1 in $8\frac{1}{2}$ double slips for broad gauge.

(v) Reinforced concrete sleepers for siding.

Miscellaneous—

(i) 75 feet diameter turntable for broad gauge M.L. standard.

91. Mechanical Engineering Branch.

91.1. Mechanical Drawing Office.—Consequent on modifications to drawings arising out of the recommendations of the Carriage and Wagon and Electrical Standards Committees, the Mechanical Drawing Office had to bring up-to-date master sets of part drawing relating to I.R.S. wagons, underframes, automatic vacuum brake and coaching bodies.

During the year under review, approximately 90 new wagon, underframe and carriage and wagon part drawings were prepared and issued. The Consulting Engineers continued to send contractors' drawings relating to the details of the "WL", "WM", "WU", "WV" and "WW" series of locomotives for the approval of the Chief Controller of Standardization.

The Consulting Engineers' report on connecting and coupling rod failures was placed before the Locomotive Standards Committee and new drawings for revised designs of connecting and coupling rods were prepared. The final designs are still under reference with the Consulting Engineers.

The services of the Mechanical Drawing Office were fully utilised by the officer on special duty, in connection with experimental fittings required for the investigation of the heated bearing problem.

A design for a new suburban tank engine was prepared.

Drawings were prepared of modifications to the XG type engine showing the wheel arrangement altered from 0-8-0 to 2-8-2.

Layouts of broad and metre gauge lower class coaching stock were prepared showing minimum accommodation, amenities and equipment to be provided in accordance with the orders of the Railway Board.

A design for a new high capacity open goods wagon was prepared.

Particular specifications were drafted for the XT type locomotives to be built at Ajmer for the North Western and Great Indian Peninsula Railways and also for the underframes and wagons included in the combined call for all railways' requirements for 1940-41.

Pacific Locomotive Committee Report.—A meeting of the Chief Engineers and Chief Mechanical Engineers of Class I Railways was convened in June 1939 to consider the recommendations contained in the Pacific Locomotive Committee Report so far as maintenance, operation and design of Pacific type locomotives are concerned. Subjects requiring further action arising out of the minutes of this meeting were placed before the Locomotive Standards Committee in December 1939. In this connection approximately 60 full size drawings were prepared in the Mechanical Drawing Office to give effect to the recommendations of the Pacific Locomotive Committee. Full instructions and schedules of materials were prepared for guidance of railways in carrying out modifications required to I.R.S. broad gauge 4-6-2 type engines in accordance with Pacific Locomotive Committee's requirements.

92. Specification Branch.

92.1. Specifications.—During the year under review new Indian Railway Standard Specifications for the following items were issued :—

(i) Reinforced concrete pipes for use as culverts.
(ii) double wire signalling ropes, 6 × 19 (provisional).
(iii) double wire interlocking frame.
(iv) hydrants, fire and water.
(v) starting and control gear, push button or master switch operated, fully interlocked, for D.C. motors up to 650 volts.
(vi) starting and control gear, push button or master switch operated, for A.C. polyphase induction motors up to 650 volts.
(vii) flood light projectors for lighting of railway yards.
(viii) static condensers for the improvement of power factor.
(ix) train lighting belting for railways.
(x) puddled iron sheets.
(xi) flanging and pressing quality steel plates.

Furthermore, 22 I.R.S. Specifications were revised and re-issued while 20 were modified through the issue of corrigendum or addendum slips. 19 Indian Stores Department standard specifications and 5 British standard specifications were adopted for use on Indian railways. Draft I.R.S. specifications for various other items, the chief amongst which is one for timber, came under consideration and will be issued in due course.

As an emergency measure and with a view to encouraging indigenous manufacture, certain provisions in some I.R.S. specifications have been relaxed. In a few cases the purchase of materials to American and other specifications has been permitted as a temporary emergency measure.

93. Standardization Committees.—Details of the work performed by the various Standardization Committees during the year are given below :—

93.1. Locomotive Standards Committee.—The membership of the Committee which formerly was confined only to the four State Railways with representatives of two Company-managed lines, was extended to all the principal Company-managed lines. A meeting of the committee was held in December 1939. At this meeting, the committee discussed the recommendations of the Pacific Locomotive Committee, and the following are some of the other important items dealt with :—

(*a*) Design of suburban tank engine.
(*b*) Changes in design to improve cylinder performance.

(*c*) Locomotive maintenance practice in respect of—

expanding boiler tubes,
adjusting axlebox wedges,
pressing-in coupling rod bushes,
side-play in axleboxes.

(*d*) Condemning thickness of stud-fastened tyres.

(*e*) Design of connecting and coupling rods.

(*f*) Design of firebox tube plates.

(*g*) Staying of fireboxes.

(*h*) Design of horn clips.

(*i*) Results of trials of experimental fittings were considered and sixteen trials were closed. In six instances, fittings that had been under trial were adopted as standard.

93.2. Carriage and Wagon Standards Committee.—A meeting of the Carriage and Wagon Standards Committee was held in March 1940 when results of trials of experimental fittings were considered. The following are amongst the other important subjects dealt with :—

(*a*) Schedule of minimum requirements for upper and lower class carriages.

(*b*) Standard construction drawings for Broad and Metre Gauge coaching stock.

(*c*) Improvement in design of Metre Gauge brake vans.

(*d*) Pump layout for tank wagons.

(*e*) Lip type axlebox bearings.

(*f*) Riding of 4-wheeled coaching stock.

(*g*) Weather-proof doors for wagon stock.

(*h*) Standardization of principal dimensions of train-lighting dynamos.

93.3. Bridge Standards Committee.—The Committee met in January 1940. The following are some of the important subjects dealt with :—

(*a*) Consideration of the revised draft Bridge Rules confined to specification of loads.

(*b*) Drafting of a Steel Bridge Code.

(*c*) Framing of rules for strengthening members under stress by welding.

(*d*) Specification of working stresses for welded structures not subject to impact or pulsating loads.

(*e*) Additional field test for reinforced concrete work, for inclusion in the Reinforced Concrete Code and Plain Concrete Code.

(*f*) Revision of the Code for the design of piers and abutments.

(*g*) Consideration of designs of different types of abutments prepared by the Central Standards Office.

(*h*) Dr. Nichol's report on impact tests on all-steel track on bridges.

(*i*) Designs of R.C. box culverts.

(*j*) Necessity for a deflection formula in the Bridge Rules.

93.4. Track Standards Committee.—The Committee met in December 1939 and made recommendations on the following :—

(*a*) the designs of—

(i) insulated rail joints,
(ii) insulated gauge tie plates,
(iii) broad gauge cross-overs with steel sleepers,

(iv) leading stretcher bars for 1 in 8½ double slips for broad gauge and metre gauge,
(v) claw bar Y-38,
(vi) reinforced concrete sleeper suitable for sidings prepared by the Central Standards Office,

(*b*) revised proposal of the Central Standards Office for machining the nose of crossings,

(*c*) the Bengal Nagpur Railway's proposal for using fishing fit distance blocks opposite the nose of a crossing,

(*d*) North Western Railway's report on staggered rail joints and desirability of making similar trials on other railways,

(*e*) the desirability of issuing drawings of steel sleeper layouts where one turnout butts on another,

(*f*) standardization of standard narrow gauge steel trough sleepers,

(*g*) standardization of CST 9 type cast iron sleepers,

(*h*) the use of rigid sleepers on black cotton soil and other weak soils,

(*i*) Pacific Locomotive Committee's remarks concerning the design of sleepers and other track components,

(*j*) Bengal Nagpur Railway's proposal regarding the possibility of reducing the weight of the light riding trolley, and

(*k*) proposal of the Central Standards Office for increasing the bearing area of wing rails close to a crossing by facing them with special high alloy steels by welding.

93.5. Signalling and Interlocking Standards Committee.—The Committee met in November 1939 and made recommendations on the following :—

(*a*) draft of Part I of the Signalling Manual,

(*b*) drawings of rotary detectors prepared by the Central Standards Office,

(*c*) revival of signal slide and unit detector drawings,

(*d*) Bengal Nagpur Railway's proposal to modify the spectacle S. 2087,

(*e*) proposals for cancellation or modification of certain existing standard drawings,

(*f*) the designs of—
(i) lock stretchers used on metre gauge railways,
(ii) insulated rail joints,
(iii) signal and point indicator lamps,
(iv) insulated metre gauge stretcher bars.
(v) insulated gauge tie plates, and
(vi) leading stretcher bar for 1 in 8½ double slips,

(*g*) the desirability of increasing the size of standard signal drawings, and

(*h*) draft I.R.S. Specification S. 10-39.

93.6. Standing Committee on Standards and Specifications for Indian Railways.—The Standing Committee on Standards and Specifications for Indian Railways met in New Delhi in February 1940 and considered the question of the preparation of specifications for 12 items outstanding from the previous meeting. The committee also considered 5 draft I.R.S. specifications and recommended consideration of 54 fresh items for standardization. Of these 13 have been taken up.

The committee also made recommendations on the following items and subjects :—

(i) paulins,
(ii) lamps—signal—hand,

(iii) crockery, cutlery and glassware,
(iv) the revision of Indian Railway Standard Conditions of contract Nos. A1, A2 and A3, and
(v) interchange of results of practical tests on materials.

93.7. Electrical Standards Committee.—The Electrical Standards Committee met in Simla in August 1939 and considered 6 draft Indian Stores Department specifications, 4 draft I.R.S. specifications and 2 B.S. specifications for adoption for use on Indian Railways.

The Committee also made recommendations on the minimum standards of illumination to be provided for the internal lighting of coaching stock and the following minimum standards have been accepted by the Railway Board :—

Class of Coach.	Foot candles.	Watts per sq. ft.
First	2·5	1·20
Second	2·0	0·95
Inter	1·5	0·72
Third	1·0	0·50

The committee also considered the following subjects :—
(i) Dynamos for train lighting—revision of I.R.S. specification No. E1-37 (correction No. 1 of November 1938).
(ii) Length of dynamo suspension link on metre and broad gauge when on safety chains.
(iii) Axle pulley for dynamos—metre gauge.
(iv) Length of cable for combined fuse and junction box.
(v) Five-core flexible cable for inter vehicle couplers.
(vi) Water raising apparatus.
(vii) Carriage fans (I.R.S. Specification No. E4-34 has since been revised and re-issued as No. E4-40).
(viii) Metal cover porcelain cut-outs (3 Amps.) for train lighting.
(ix) Rectangular section wires for effecting repairs to electrical machine windings, and the question of developing standard gauges for the same.

94. Research and Development.

94.1. Mechanical Branch.—The following are some of the important items dealt with during the year :—

(a) *Paints.*—During the year under review the sub-committee appointed to examine the report of the Paint Technologist referred to in the last year's report met twice. They submitted two comprehensive reports suggesting ways in which new specifications for paints and painters' stores should be drafted and recommended detailed revision of the existing specifications. These new and revised specifications for paints have been prepared under the technical guidance of the Government Test House and the Industrial Research Bureau (Indian Stores Department), in collaboration with the representatives of the Association of Paint Manufacturers in India. These are to be published in a book form during 1940-41. It is expected that the adoption of these specifications will result in considerable improvement in the quality of paints purchased by the Indian Railways.

The other subjects covered by the reports of the Sub-Committee are formulæ of mixtures for paints, methods of tests including evaluation of results obtained in practice, workshop practice and the schedule of painting for coaching and goods stock and other ancillary recommendations.

(b) *Heated bearing problem.*—The report of the officer on special duty investigating this problem was received towards the end of the year and examination thereof was commenced. The report contains a number of recommendations relating to design of axleboxes, methods of lubrication, etc.

(c) *Wagon door leakage.*—Further trials on the Bengal Nagpur Railway wagon fitted with their new type of door (similar to those carried out by the North Western Railway) were placed before the Carriage and Wagon Standards Committee who recommended that further tests should be conducted by the North Western Railway on one each of the all-welded wagons manufactured by Messrs. Burn and Jessop and Company.

(d) *Corrosion tests. Experiments with " Tiscor " steel.*—The number of wagons with panel plates of " Tiscor " (a corrosion resisting steel for which Messrs. The Tata Iron and Steel Company have manufacturing rights in India) placed in service as an experimental measure, had not during the year under review been in traffic for a sufficiently long period to enable conclusions to be reached.

(e) *Oscillation trials of Pacific type locomotives.*—Oscillation trials continued throughout the year, but it was not till November that the officers on special duty were in a position to carry out the first series of tests with XA engines on the Great Indian Peninsula Railway modified in accordance with the Pacific Locomotive Committee's recommendations. 86 such tests were made at lower ranges of speed up to 40 miles per hour running through turnouts.

120 further tests with the same engines were made on straight and curved track on the Bhusaval-Nagpur section main line on black cotton soil at higher speeds ranging between 50 and 70 miles per hour.

Further tests were also made on B.E.S.A. 4-6-0 engines as well as on XP class Pacific locomotives.

On completion of this work, a series of tests with XC class engines and B.E.S.A. 4-6-0 engines were made on the Bombay, Baroda and Central India Railway main line, the speeds ranging between 50 and 70 miles per hour.

In all the tests of modified Pacific and B.E.S.A. locomotives, records of oscillation and bogie and coupled wheel flange pressures were obtained by means of special electrical apparatus designed for the purpose. At the same time careful observation was made of the track to see if any distortions occurred at places where high flange pressures were recorded.

Experiments were also made to ascertain the lateral thrust required to cause the bogie wheels to climb the rail and it was established that an ample factor of safety exists.

The results of all these tests have been forwarded to the Consulting Engineers for transmission to the members of the Pacific Locomotive Committee.

94.2. Civil Engineering Branch—

(a) *Stresses in track.*—As the research officers of the Central Standards Office have been engaged since their return from leave on investigations into the oscillation of locomotives, track research has had to be confined to some measurements of lateral distortion which have been carried out during high speed test runs of locomotives both under dry weather and monsoon conditions. Opportunity has also been taken during the tests to measure the elastic constant of the track under various weights of locomotives. Some work has also been done on the development of a high speed electrical accelerometer with which, it is hoped, it will be possible to ascertain the deflection of rails between sleepers.

(b) *Heat-treatment of crossings.*—Twelve heat-treated chrome steel crossings were laid on East Indian Railway in 1937 and twelve heat-treated carbon steel crossings were laid in 1939. In both cases the heat-treated crossings have shown superiority over the untreated crossings. It is noticed that heat-treated carbon steel crossings show less wear than the heat-treated chrome steel crossings.

(c) *Duplex joint sleepers.*—These cast iron rail free joint sleepers are now being tried on many railways in India. The reports so far received are very satisfactory.

(d) *Guard rails for level crossings.*—Guard rails have been designed for level crossings laid with steel trough sleepers and consist of a rolled flat held rigidly to the running rail. Reports so far received are promising.

(e) *Rail expansion joints.*—About 20 pairs of rail expansion joints to different designs are being tried on 4 different railways. The Madras and Southern Mahratta Railway is going to instal 72 pairs of mitred rail joints. Reports generally show that at these joints the wear and noise are reduced.

(f) *Heat-treated fishplates.*—Heat-treated fishplates on two and a half mile section of 90-lb. rail are being tried under fast and heavy traffic on the East Indian Railway. Along with them similar untreated fishplates were laid at the same time under exactly similar service conditions. Though it is too early to draw any definite conclusion, report shows that the heat-treated fishplates are beginning to show their superiority over the untreated ones.

(g) *Staggered rail joints.*—In order to confirm that the improved running and reduced maintenance experienced with staggered rail joints is not due merely to the extra sleeper which it is necessary to insert, the North Western Railway has been asked to lay a section of track with the additional sleeper but with square joints. This section should preferably be in continuation of the section already laid with staggered joints.

(h) *Spring crossings.*—One 1 in 12 spring crossing for broad gauge 90R section is being tried in the Howrah yard on the down line. Trials, when this crossing was traversed in the facing directions at restricted speeds upto 25 miles, have been successful. Further trials with 1 in $8\frac{1}{2}$ spring crossings are going to be made on the emergency crossovers on double line sections of the East Indian Railway and Eastern Bengal Railway.

(i) *Improvements to track on bridges.*—Rubber pads under rails on all-steel track are giving satisfactory results. Results with composition pads under bridge timbers are inconclusive due probably to the deterioration of the material in transit. Trials with all-steel track on bridges show several advantages such as reduction of corrosion, reduction of impact owing to elimination of track irregularities and rail joints and ultimate economy due to elimination of timber renewals.

(j) *Welded rail joints.*—Experiments in the welding together of rails by the Thermit process have been carried out on the North Western, East Indian and Great Indian Peninsula Railways, over a length of about 2 miles of track on each railway, ordinary fishplate joints being left at intervals of about 120 feet to provide for temperature expansion.

The welded rails have now been in the line for about a year and the experiment appears to be a success in that it has resulted in improved running, but the cost of welding by this method is very high. It is probable that cost of track maintenance will be reduced but no definite information on this point is yet available.

(k) *Corrosion tests on different kinds of steel.*—Corrosion tests on different kinds of steel plates, namely of B. S. Mild, Tiscrom High Tensile, Tiscor and Copper bearing steel, manufactured in India by Tatas, in the " as rolled " condition and in the " pickled and polished " condition, are being carried out on the South Indian Railway. The plates are exposed on the Pamban Viaduct. Observations regarding loss of weight after 1 year's exposure are not very conclusive. It is, however, clear that loss of weight due to corrosion in the plates in the " as rolled " condition is more than in the plates in the " pickled and polished " condition. The tests are being continued.

(l) *Experiments with metal sprayed plates and with plates coated with cement wash.*—A number of metal sprayed plates and plates coated with cement wash have been exposed on the Chinna Creek Bridge, Karachi, since 1938 to see how far the protective coating is suitable for resisting corrosion. In the case of plates with cement wash, the plates are first given 2 coats of red lead. When the second coat is still tacky fine sand is thrown or blown against it. Two coats of 1 : 3 cement sand wash are afterwards applied by means of a brush. Reports indicate that these plates and the metal sprayed plates are still free from corrosion.

(m) *Experiment with " limit spanner " for prevention of creep.*—The Assam Bengal Railway is trying on its main line section a new method of preventing creep by using " limit spanners " which enable the fishbolts to be tightened to a definite tension so as to ensure uniformity of the grip on the fishplates, and by regular lubrication of the fishplates by a suitable lubricant. Although the creep has not entirely been eliminated, the results achieved are very encouraging. The use of limit spanners has been extended to the entire railway system and the experiment is being continued.

CHAPTER VIII.

STAFF.

95. Number of staff.—The total number of employees (permanent and temporary) on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1939-40 was 708,541 as compared with 701,307 at the end of 1938-39. The total route mileage at the end of the year was 41,156. The following table shows the number of employees by communities on the 31st March 1939 and 1940. A similar statement showing details by railways is given as Appendix C of Volume II of this Report.

Date.	Europeans.	INDIANS.									GRAND TOTAL.
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	
		Hindus other than depressed classes.	Depressed classes.								
31st March 1939* .	2,508	397,417	104,211	155,389	12,973	7,795	17,771	1,514	1,729	698,799	701,307
31st March 1940 .	2,326	399,647	106,490	157,500	13,106	8,072	18,041	1,505	1,854	706,215	708,541

NOTE.—These figures exclude the staff on loan from the Indian Audit and Accounts Service (Deptts.).
* Revised figures due to changes made by the railway administrations in the figures published last year.

96. Cost of staff.—The following statement shows the number and cost of all staff, superior and subordinate (including labourers), permanent and temporary, open line and construction, employed on Class I Railways during the years 1938-39 and 1939-40. Contractors' labour is not included.

Railway Systems.	Year.	NUMBER OF STAFF ON 31ST MARCH.							COST OF STAFF.			
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers on loan from the Indian Audit and Accounts Service (Deptt.).	Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total including staff on loan from the Indian Audit and Accounts Service (Deptt.).
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.					
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Assam Bengal	1939	68*	16,551*	16,614	..	..	..	..	10,49,492	69,61,187	80,10,679	80,10,679
	1940	60	16,396	16,456	..	..	..	..	10,05,818	69,30,497	79,36,315	79,36,315
Bengal and North-Western.	1939	72	28,390	28,462	2	84	86	..	10,86,843	75,26,728	86,13,571	86,13,571
	1940	71	28,179	28,250	2	341	343	..	11,08,186	76,01,458	87,09,644	87,09,644
Bengal Nagpur	1939	194	69,610	69,804	..	..	..	..	32,63,201	3,28,83,902	3,61,47,103	3,61,47,103
	1940	194	68,638	68,832	..	..	..	..	33,23,589	3,37,65,107	3,70,88,696	3,70,88,696
Bombay, Baroda and Central India.	1939	173	62,659	62,832	1	5	6	..	29,69,968	3,84,60,260	4,14,30,218	4,14,30,218
	1940	176	62,584	62,760	..	1	1	..	30,34,524	3,53,03,326	3,83,37,860	3,83,37,860

* For explanations please see notes at the end of the statement.

Railway Systems.	Year.	NUMBER OF STAFF ON 31ST MARCH.							COST OF STAFF.			
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers on loan from the Indian Audit and Accounts Service (Deptt.).				
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total including staff on loan from the Indian Audit and Accounts Service (Deptt.).
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Eastern Bengal	1939	117*	54,072	54,189*	..	..	..	1	21,02,733	2,48,56,136*	2,69,58,869*	2,70,22,481*
	1940	121	52,842	52,963	..	..	..	2	22,66,229	2,52,50,135	2,75,16,364	2,75,72,313
East Indian	1939	*285	130,235*	*130,520	..	..	..	5	46,87,335*	6,11,33,531*	6,58,20,866*	6,59,19,298*
	1940	277	133,293	133,570	..	46	46	5	50,90,285	6,13,20,399	6,64,10,684	6,65,08,159
Great Indian Peninsula.	1939	216	77,491	77,707	..	..	..	4	39,14,237*	4,37,29,801*	4,76,44,038*	4,76,67,701*
	1940	209	78,608	78,817	..	..	..	1	43,05,159	4,38,28,303	4,81,33,462	4,81,47,485
Jodhpur	1939	27*	3,016*	*3,043	*2	483	485*	1	3,97,236*	28,46,320*	*32,43,556	32,79,072*
	1940	26	7,891	7,917	1	775	776	1	3,87,988	29,78,191	33,66,179	33,96,536
Madras and Southern Mahratta.	1939	134*	47,039*	47,173*	..	..	..	..	25,05,964*	2,31,28,597*	2,56,34,561*	2,56,34,561*
	1940	136	46,525	46,661	..	..	..	..	23,99,574	2,32,22,746	2,56,22,320	2,56,22,320
Mysore State†	1939	32	3,731	3,763	1	19	20	..	1,71,496	14,79,148	16,50,644	16,50,644
	1940	31	7,403	7,434	1	22	23	..	2,06,300	26,06,641	28,12,941	28,12,941
Nizam's State	1939	91	16,348	16,439	7	223	230	..	11,45,357	63,74,128	75,19,485	75,19,485
	1940	88	16,368	16,456	6	216	222	..	12,49,163	67,06,194	79,55,357	79,55,357
North Western	1939	280	101,295*	*101,575	4	*292	296*	4	47,31,387*	5,89,50,144*	6,36,81,531*	6,37,46,996*
	1940	288	102,334	102,602	4	1,199	1,203	5	46,19,648	5,83,42,465	6,29,62,113	6,30,58,168
Rohilkund and Kumaon.	1939	15	5,987	6,002	..	..	..	..	*2,41,224	*15,72,115	*18,13,339	*18,13,339
	1940	14	6,125	6,139	..	..	..	..	1,88,369	15,93,737	17,82,106	17,82,106
South Indian	1939	134	36,419	36,553	1	253	254	..	18,35,193	1,66,87,795	1,85,22,988	1,85,22,988
	1940	127	37,536	37,663	..	61	61	..	19,16,383	1,67,04,567	1,86,20,955	1,86,20,955
Railway Clearing Accounts Office.	1939	5	1,357	1,362	..	..	..	2	50,378	15,64,635	16,15,013	16,61,097
	1940	4	1,403	1,407	..	..	..	2	53,357	15,58,467	16,11,824	16,49,180
TOTAL‡	1939*	1,838	659,200	661,038	18	1,359	1,377	17	3,01,52,034	32,81,54,427	35,83,06,461	35,86,39,233
	1940	1,802	666,125	667,927	14	2,661	2,675	16	3,11,54,587	32,77,12,283	35,88,66,870	35,91,98,515

NOTE.—The figures of cost up to 1938-39 include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance; but from 1939-40 travelling and compensatory allowances are also included.

* Represents revised figures for 1938-39 due to changes made by the railway administrations in the figures published last year.

† Figures for 1938-39 exclude the labour staff.

‡ Figures for 1938-39 exclude the labour staff of Mysore Railway.

Distribution of cost of Gazetted Officers and Subordinate Staff of the Railway Clearing Accounts Office.

Railway.	Gazetted Officers.		Non-gazetted employees.		Total.		Total including staff on loan from Indian Audit and Accounts (Departments).	
	1938-39.	1939-40.	1938-39.	1939-40.	1938-39.	1939-40.	1938-39.	1939-40.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. North Western .	13,437	14,179	4,17,311	4,14,139	4,30,748	4,28,318	4,43,038	4,38,239
2. East Indian . .	13,437	14,179	4,17,311	4,14,139	4,30,748	4,28,318	4,43,038	4,38,239
3. Eastern Bengal .	5,039	5,317	1,56,491	1,55,302	1,61,530	1,60,619	1,66,140	1,64,340
4. Great Indian Peninsula.	10,076	10,634	3,12,983	3,10,604	3,23,059	3,21,238	3,32,279	3,28,679
5. Bombay, Baroda and Central India.	8,389	9,048	2,60,539	2,64,283	2,68,928	2,73,331	2,76,602	2,79,663
TOTAL .	50,378	53,357	15,64,635	15,58,467	16,15,013	16,11,824	16,61,097	16,49,160

A comparison of the figures for 1939-40 with those for 1938-39 shows that the total number of staff employed on open line on 31st March 1940 increased by 6,889 as compared with that on 31st March 1939, the number of staff on loan from the Indian Audit and Accounts Service decreased by one only while the number of construction staff rose by 1,298. The total cost of staff including those on loan from the Indian Audit and Accounts Service during 1939-40 increased by Rs. 5,59,282 as compared with 1938-39.

There was an increase in both the number and cost of staff on the East Indian, Great Indian Peninsula, Jodhpur, Mysore, His Exalted Highness the Nizam's State and South Indian Railways and a decrease on the Assam Bengal, Bombay, Baroda and Central India and Madras and Southern Mahratta Railways. There was a decrease in the number but an increase in cost on the Bengal and North-Western, Bengal Nagpur and Eastern Bengal Railways. On the North Western and Rohilkund and Kumaon Railways and Railway Clearing Accounts Office there was an increase in number but a decrease in cost.

On the East Indian Railway the increase in number and cost is chiefly due to the employment of temporary staff under the Engineering Department and the inclusion of figures relating to travelling allowance in the figures for the year under review in accordance with the revised instructions of the Railway Board.

On the Great Indian Peninsula Railway also the increase in number and cost was mainly due to the engagement of extra gangs in the Engineering Department.

On the Jodhpur Railway the increase in number and cost is chiefly due to employment of more labour for completion of a project and more repairs carried out to track, staff quarters and rolling stock.

On the Eastern Bengal Railway the decrease in number has been mainly in the Engineering Department and was due to the employment of a smaller number of temporary staff in connection with open line revenue and capital works. The increase in cost is mainly attributable to the restoration of the grant of compensatory allowance to officers stationed in Calcutta with retrospective effect.

On the Nizam's State Railway the increase in cost is due to additional wages having been paid for the difference between old and new wage periods consequent on the introduction of a revised programme for the payment of wages.

On the Bengal Nagpur Railway the increase in cost is due to (*a*) provision for reconciliation of land plans with Provincial Governments, (*b*) shed repairs to meet traffic requirements and (*c*) piece-work wages on increased outturn and heavier repairs in workshops.

On the North Western Railway the decrease in cost is generally due to the employment of new staff on revised scales of pay.

The variations under other railways were small and call for no remarks.

96.1. Indianisation—State-managed Railways.—(a) *Superior Services.*—11 appointments were made to the Superior Railway Services both by direct recruitment and promotion. Details are given below:—

State-managed Railways—Direct recruitment.

DEPARTMENT.	EUROPEANS.	VACANCIES FILLED BY INDIANS.								
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	TOTAL
		Other than Depressed Classes.	Depressed Classes.							
Agency	..	..	..	..	..	..	..	..	..	..
Engineering	..	1	..	..	..	1	1	..	..	3
Accounts	..	2	..	..	..	1	..	..	..	3
Transportation (Traffic) and Commercial.	..	1	..	..	..	..	..	..	..	1
Transportation (Power) and Mechanical Engineering.	1	..	..	..	..	..	..	..	..	..
Stores	..	..	..	..	..	..	..	..	..	..
Other Departments	..	..	..	..	..	..	..	..	..	..
TOTAL	1	4	..	..	..	2	1	..	..	7

Percentage { Europeans . . . 12·5
Indians . . . 87·5

The percentage of Europeans was less than 25. Against the requirements of previous years and the year under review three officers were to be recruited from the United Kingdom to the Indian Railway Service of Engineers, two to the Mechanical Engineering and Transportation (Power) Department and one to the Transportation (Traffic) and Commercial Department but no suitable candidates were forthcoming from that country, except one, who came out to India in the Mechanical Engineering and Transportation (Power) Department. The remaining vacancies were, therefore, carried forward.

As regards Indian recruitment the percentages were:—

57·1 Hindus.

28·6 Sikhs.

14·3 Indian Christians.

With regard to Muslims, in the Engineering Department against one post reserved for Muslims only one qualified Muslim candidate was recommended by the Federal Public Service Commission and he failed in the

medical test. One vacancy was reserved for a Muslim in the Signal Engineering Department but the vacancy was not filled as no suitable Muslim candidate was recommended by the Federal Public Service Commission.

As there was only one vacancy in the Transportation (Traffic) and Commercial Department it was filled by a candidate in order of merit in accordance with the rotation order prescribed by the Government of India.

Three vacancies in the Accounts Department were also filled in order of merit. The first two were according to the rotation order and the last one of these was taken against an unreserved vacancy for 1940-41.

Endeavours will be made to make up the deficiency in the recruitment of Muslims in the Superior State Railway Services during 1940-41.

State-managed Railways—Promotions.

DEPARTMENT.	VACANCIES FILLED BY									
		INDIANS.								
		Hindus.								
	EUROPEANS.	Other than Depressed Classes.	Depressed Classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	TOTAL.
Agency	..	..	..	..	..	..	..	..	..	..
Engineering	1	..	..	..	..	..	..	..	..	..
Accounts	..	..	..	..	..	..	..	..	..	..
Transportation (Traffic) and Commercial.	1	..	..	..	..	..	..	..	..	..
Transportation (Power) and Mechanical Engineering.	..	..	..	..	..	..	..	..	..	..
Stores	..	..	..	..	..	..	..	..	..	..
Other Departments	..	1	..	..	..	..	..	..	..	1
TOTAL	2	1	..	..	..	..	..	..	..	1

Of a total of three officers promoted to the Superior Services, two were Europeans and one was a Hindu.

(b) *Lower Gazetted Service.*—29 promotions were made to the Lower Gazetted Service in the various departments. 8 went to Europeans and 21 to Indians of whom 13 were Hindus, one Muslim, six Anglo-Indians and Domiciled Europeans, and one Parsi. Figures by departments were as follows :—

DEPARTMENT.	VACANCIES FILLED BY									
		INDIANS.								
		Hindus.								
	EUROPEANS.	Other than Depressed Classes.	Depressed Classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	TOTAL.
Agency	..	..	..	..	..	..	..	..	..	..
Engineering	4	6	..	1	2	..	..	..	..	9
Accounts	1	3	..	..	..	..	..	..	..	3
Transportation (Traffic) and Commercial.	1	2	..	..	2	..	..	..	..	4
Transportation (Power) and Mechanical Engineering.	2	1	..	..	2	..	..	..	..	3
Stores	..	..	..	..	..	..	..	..	..	..
Other Departments	..	1	..	..	..	..	..	1	..	2
TOTAL	8	13	..	1	6	..	..	1	..	21

96.2. Company-managed railways.—The following tables give a summary of the recruitment made to the Superior Services on Company-managed Class I Railways (excluding His Exalted Highness the Nizam's State, Jodhpur and Mysore State Railways) during the year under review. A detailed statement by individual railways will be found in Appendix CV (*a*) of Volume II of this report.

Company-managed Railways—Direct recruitment.

DEPARTMENT.	VACANCIES FILLED BY									
		INDIANS.								
	EUROPEANS.	Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	TOTAL.
		Other than Depressed Classes.	Depressed Classes.							
Agency	..	..	..	..	..	..	..	..	..	..
Accounts	..	..	..	1	..	..	..	..	..	1
Engineering	1	2	..	2	..	..	..	..	..	4
Transportation (Traffic) and Commercial.	..	2	..	1	..	..	2	..	..	5
Transportation (Power) and Mechanical Engineering.	..	3	..	..	..	..	..	..	..	3
Stores	..	..	..	..	..	..	..	..	..	..
Other Departments	1	1	..	..	..	..	..	1	..	2
TOTAL	2	3	..	4	..	..	2	1	..	15

Percentage { Europeans . . . 11·8
Indians . . . 88·2

Company-managed Railways—Promotion.

DEPARTMENT.	VACANCIES FILLED BY									
		INDIANS.								
	EUROPEANS.	Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	TOTAL.
		Other than Depressed Classes.	Depressed Classes.							
Agency	1	1	..	..	..	..	..	..	..	1
Accounts	..	..	..	..	..	..	..	..	..	..
Engineering	..	2	..	..	1	..	..	..	..	3
Transportation (Traffic) and Commercial.	..	3	..	1	2	..	..	..	..	6
Transportation (Power) and Mechanical Engineering.	2	1	..	..	2	..	..	..	..	3
Stores	..	2	..	..	..	..	..	..	..	2
Other Departments	1	..	..	..	..	..	..	..	..	..
TOTAL	4	9	..	1	5	..	..	..	..	15

It will be observed from the figures of direct recruitment that during the year under review the total number of appointments made by direct recruitment to the Superior Services on Company-managed railways was 17 of which 2 went to Europeans and 15 to Indians of whom 8 were Hindus, 4 Muslims, 2 Indian Christians and 1 Parsi. The ratio of Indian to European recruitment was 88·2 to 11·8.

The percentage of European recruitment was less than 25.

The percentage of Indian recruitment in the principal Departments was :—

	Per cent.
Engineering	80·0
Transportation (Traffic) and Commercial	100·0
Transportation (Power) and Mechanical Engineering	100·0

Among Indian recruits the proportionate recruitment from each community was as shown below :—

	Per cent.
Hindus	53·3
Muslims	26·7
Indian Christians	13·3
Parsis	6·7

The over-all direct Indian recruitment to Superior Railway Services on the State and Company-managed Railways, taken together, give percentages as follows :—

	Per cent.
Hindus	54·5
Muslims	18·2
Sikhs	9·1
Indian Christians	13·6
Parsis	4·6

97. Review of the progress made since 1925.—The statements on the following pages will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1925, as reflected in the relative strength of Europeans and Indians belonging to the various communities. Part I relates to superior staff and Part II to subordinate staff on scales of pay rising to Rs. 250 and over.

PART I.

Statement of gazetted officers on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on the 1st April 1925, 31st March 1939 and 31st March 1940.

Name of Railway.	1st April 1925.											31st March 1939.											31st March 1940.										
		Indians.											Indians.											Indians.										
		Hindus.											Hindus.											Hindus.										
	Europeans.	Other than depressed classes.	Depressed classes.†	Muslims.	Anglo-Indians.§	Sikhs.§	Indian Christians.§	Parsis.§	Other communities.§	Total.	Total number on the Railway (column plus 11).	Europeans.	Other than depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column plus 23).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column plus 35).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																	
Eastern Bengal	79	31	..	3	..	..	..	..	12	46	125	42	53*	..	6	15	..*	1	..	..	75*	117*	39	58	..	6	17	..	1	..	..	82	121
East Indian	227	49	..	12	..	..	..	..	26	87	314	117*	109	..	13	37	4	2	3	..	168	286*	106	107	..	15	38	5	8	3	..	171	277
Great Indian Peninsula	175	18	..	5	..	..	..	..	23	46	221	119	48	..	14	18	..	11	6	..	97	216	106	51	..	15	18	..	11	8	..	103	209
North Western	192	60	..	13	..	..	..	..	28	101	293	123*	85*	..	33*	22	17*	4	..	..	161*	284	106	90	..	35	22	15	4	..	..	166	272
Railway Board and miscellaneous offices.	59	8	..	3	..	..	..	..	14	25	84	41*	19*	..	4*	6*	2	2*	..	..	33*	74*	45	21	..	3	6	2	1	..	..	33	78
TOTAL	732	166	..	36	..	..	..	..	103	305	1,087	442	314*	..	70	98*	23*	20*	9	..	534*	976*	402	327	..	74	101	22	20	11	..	555	957
Company-managed Railways.																																	
Assam Bengal	52	6	..	1	..	..	..	..	2	9	61	31	19	..	6*	5	1	..	1	..	32*	63*	28	19	..	6	5	1	..	1	..	32	60
Bengal Nagpur	170	27	..	5	..	..	..	..	19	51	221	95	48	..	15	30	3	1	2	..	99	194	92	50	..	15	31	3	1	2	..	102	194
Bengal and North-Western	55	3	..	1	..	..	..	..	..	4	59	52	8	..	8	2	3	1	..	..	22	74	51	8	..	8	1	4	1	..	..	22	73
Bombay, Baroda and Central India	159	14	..	..	..	..	..	..	21	35	194	96	41	..	16	5	1	4	10	1	78	174	92	45	..	18	3	1	5	11	1	84	176
Madras and Southern Mahratta	122	15	..	1	..	..	..	..	6	22	144	70	41*	..	2*	8	2	5*	6	..	64*	134*	70	42	..	3	7	2	6	6	..	66	136
Rohilkund and Kumaon	12	1	..	..	..	..	..	..	..	1	13	7	3	..	2	2	1	..	..	..	8	15	6	3	..	2	3	..	..	..	..	8	14
South Indian	93	17	..	1	..	..	..	..	3	21	114	56	50	..	4	12	..	4	..	..	79	135	51	56	..	6	11	..	3	..	..	76	127
TOTAL	663	83	..	9	..	..	..	..	51	143	806	407	219*	..	53*	64	11	15*	19	1	382*	789*	390	223	..	58	61	11	16	20	1	390	780
GRAND TOTAL	1,395	249	..	45	..	..	..	..	154	448	1,843	849	533*	..	123*	162*	34*	35*	28	1	916*	1,765*	792	550	..	132	162	33	36	31	1	945	1,737

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.§	1939.	1940.
Europeans		State-managed Railways	70·59	45·29*	42·01
		Company-managed Railways.	82·26	51·58*	50·00
		TOTAL	75·69	48·10*	45·60
Indians	Hindus — Other than Depressed classes.	State-managed Railways	16·01	32·17*	34·17
		Company-managed Railways.	10·30	27·76*	28·59
		TOTAL	13·51	30·20*	31·66
	Hindus — Depressed classes.	State-managed Railways	†	..	..
		Company-managed Railways.	†	..	..
		TOTAL	†	..	..
	Muslims	State-managed Railways	3·47	7·17*	7·73
		Company-managed Railways.	1·12	6·72*	7·44
		TOTAL	2·44	6·97*	7·60
	Anglo-Indians and Domiciled Europeans.	State-managed Railways	§	10·04*	10·55
		Company-managed Railways.	§	8·11*	7·82
		TOTAL	§	9·18*	9·33
Indians—*contd.*	Sikhs	State-managed Railways	§	2·36*	2·30
		Company-managed Railways.	§	1·89*	1·41
		TOTAL	§	1·93*	1·90
	Indian Christians	State-managed Railways	§	2·05*	2·09
		Company-managed Railways.	§	1·90*	2·05
		TOTAL	§	1·98*	2·07
	Parsis	State-managed Railways	§	0·92	1·15
		Company-managed Railways.	§	2·41*	2·56
		TOTAL	§	1·58*	1·78
	Other communities	State-managed Railways	§0·93	..	..
		Company-managed Railways.	§0·32	0·13	0·13
		TOTAL	§0·36	0·06	0·06
	TOTAL	State-managed Railways	20·41	54·71*	57·89
		Company-managed Railways.	17·74	48·42*	50·00
		TOTAL	24·31	51·90*	54·40

* Revised figures. † Depressed classes were included under 'Other than depressed classes' in 1925. § Anglo-Indians, Sikhs, Parsis and Indian Christians included in 'Other communities' in 1925.

PART II.

Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways), on the 1st April 1925, 31st March 1939 and 31st March 1940.

Name of Railway.	1st April 1925.											31st March 1939.										31st March 1940.									
		Indians.											Indians.										Indians.									
		Hindus.											Hindus.										Hindus.									
	Europeans.	Other than Depressed classes.	‡Depressed classes.	Muslims.	†Anglo-Indians.	†Sikhs.	†Indian Christians	†Parsis.	†Other communities.	Total.	Total number on the Railway (column 2 *plus* 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 13 *plus* 22).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 24 *plus* 33).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																
Eastern Bengal	143	106	..	5	..	..	..	..	163	274	417	49	191	..	12	142	8	3	..	4	360	409	45	194	..	11	146	6	3	..	4	364	409
East Indian	859	300	..	25	..	..	..	..	789	1,114	1,973	280*	525*	2	58*	966*	14*	11*	3	5	1,584*	1,864*	262	568	2	72	912	12	9	3	7	1,585	1,847
Great Indian Peninsula	280	125	..	29	..	..	..	..	803	957	1,243	120	242	2	35	627	10	92	32	24	1,064	1,184	110	251	1	37	641	13	87	41	26	1,097	1,207
North Western	401	328	..	123	..	..	..	..	378	829	1,230	199*	389*	..	227*	334*	108*	27*	22	6*	1,123*	1,322*	199	354	..	248	325	98	20	22	10	1,117	1,316
Railway Board and miscellaneous offices.	§	§	§	§	§	§	§	§	§	§	§	6*	167*	1	20*	26*	15*	6	..	..	244*	250*	6	178	1	30	26	13	5	..	..	253	259
TOTAL	1,680	859	..	182	..	..	..	..	2,133	3,174	4,863	654*	1,514*	5	371*	2,095*	155*	139*	57	39*	4,375*	5,029*	622	1,575	4	398	2,060	142	124	66	47	4,416	5,038
Company-managed Railways.																																
Assam Bengal	22	23	..	4	..	..	..	..	46	73	95	13	39	1	5*	44	4	3	..	..	96*	109*	12	39	1	5	46	5	3	..	..	99	111
Bengal Nagpur	333	140	..	13	..	..	..	..	403	556	889	67	252	..	28	463	16	19	3	..	781	848	67	247	2	24	466	17	32	3	..	791	858
Bengal and North-Western	31	15	..	2	..	..	..	..	59	76	107	15	27	1	8	66	..	..	1	..	103	118	16	31	1	7	66	..	2	..	..	106	122
Bombay, Baroda and Central India	155	253	..	25	..	..	..	..	506	784	939	140	337	1	30	267	1	40	99	27	802	942	130	336	..	21	220	2	32	95	33	809	939
Madras and Southern Mahratta	85	31	..	1	..	..	..	..	173	205	290	46	63*	..	3	152*	3	6	4	1	232*	278*	42	64	..	2	144	2	5	4	1	222	265
Rohilkund and Kumaon	6	5	..	1	..	..	..	..	13	19	25	3	3	..	2	14	..	..	..	..	19	22	3	3	..	..	14	..	..	..	..	20	23
South Indian	63	73	..	2	..	..	..	..	158	233	296	24	83	..	10	126	..	13	..	..	232	256	21	80	1	10	117	..	16	..	..	233	254
TOTAL	695	540	..	48	..	..	..	..	1,358	1,946	2,641	308	804*	3	86*	1,132*	24	81	106	29*	2,265*	2,573*	292	809	5	82	1,133	26	88	102	35	2,280	2,572
GRAND TOTAL	2,384	1,899	..	230	..	..	..	..	3,491	5,120	7,504	962*	2,318*	8	457*	3,227*	179*	220*	163	68*	6,640*	7,602*	914	2,384	9	480	3,193	168	212	168	82	6,696	7,610

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.	1939.	1940.
Europeans		State-managed Railways	34·78	13·00*	12·35
		Company-managed Railways.	26·32	11·07*	11·35
		TOTAL	31·77	12·65	12·01
Indians	Hindus — Other than Depressed classes.	State-managed Railways	17·67	30·11*	31·26
		Company-managed Railways.	20·44	31·25*	31·45
		TOTAL	18·64	30·49*	31·33
	Hindus — Depressed classes.	State-managed Railways	‡	0·10	0·08
		Company-managed Railways.	‡	0·12	0·20
		TOTAL	‡	0·11*	0·12
	Muslims	State-managed Railways	3·74	7·38*	7·90
		Company-managed Railways.	1·82	3·34*	3·19
		TOTAL	3·07	6·01*	6·30
	Anglo-Indians and Domiciled Europeans.	State-managed Railways	†	41·66*	40·89
		Company-managed Railways.	†	43·99*	44·05
		TOTAL	†	42·45*	41·96
Indians—*contd.*	Sikhs	State-managed Railways	†	3·03*	2·82
		Company-managed Railways.	†	0·93	1·01
		TOTAL	†	2·36*	2·21
	Indian Christians	State-managed Railways	†	2·76*	2·46
		Company-managed Railways.	†	3·15*	3·42
		TOTAL	†	2·89*	2·78
	Parsis	State-managed Railways	†	1·13	1·31
		Company-managed Railways.	†	4·12*	3·97
		TOTAL	†	2·14*	2·21
	Other communities	State-managed Railways	43·86†	0·78*	0·93
		Company-managed Railways.	51·42†	1·18*	1·36
		TOTAL	46·52†	0·90*	1·08
	TOTAL	State-managed Railways	65·27	87·00*	87·65
		Company-managed Railways.	73·68	88·08*	88·65
		TOTAL	68·23	87·35	87·99

* Revised figures. † Anglo-Indians, Sikhs, Parsis and Indian Christians included in 'Other communities' in 1925. ‡ 'Depressed classes' were included under 'Other than depressed classes' in 1925. § Not available.

It will be observed that the Indian element in the superior services has risen from 29·41 per cent. on State-managed and 17·74 per cent. on Company-managed Railways in 1925 to 57·99 per cent. on State-managed and 50 per cent. on Company-managed Railways in 1940. Among Indians the percentages by communities in the years 1925 and 1940 were as shown below :—

—	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1940.	1925.	1940.
Hindus—Other than depressed classes	16·01†	34·17	10·30†	28·59
Hindus—Depressed classes	†	..	†	..
Muslims	3·47	7·73	1·12	7·44
Anglo-Indians and Domiciled Europeans.	*	10·55	*	7·82
Sikhs	*	2·30	*	1·41
Indian Christians	*	2·09	*	2·05
Parsis	*	1·15	*	2·56
Other Communities.	9·93*	..	6·32*	0·13

* Anglo-Indians, Sikhs, Parsis and Indian Christians included under "Other communities" in 1925.
† Depressed classes were included among Hindus in 1925.

Turning to the subordinate staff on scales of pay rising to Rs. 250 per mensem and over, the corresponding figures are as under :—

—	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1940.	1925.	1940.
Europeans	34·73	12·35	26·32	11·35
Indians—				
Hindus—Other than depressed classes.	17·67†	31·26	20·44†	31·45
Hindus—Depressed classes	†	0·08	†	0·20
Muslims	3·74	7·90	1·82	3·19
Anglo-Indians and Domiciled Europeans.	*	40·89	*	44·05
Sikhs	*	2·82	*	1·01
Indian Christians	*	2·46	*	3·42
Parsis	*	1·31	*	3·97
Other Communities	43·86*	0·93	51·42*	1·36
Total Indians	65·27	87·65	73·68	88·65

* Anglo-Indians, Sikhs, Parsis and Indian Christians included under "Other communities" in 1925.
† Not available separately.

98. Representation of minority communities in subordinate railway services.—The figures given in Appendix C-V (*b*) of this report (which corresponds with Appendix G-II, Volume I, of previous years) show by communities, the number and percentage of subordinate staff (excluding labourers and inferior servants), recruited to both permanent and temporary posts on State and Company-managed Railways during the year 1939-40. The following figures show the overall percentages on State and Company-managed Railways during the six years ending with 1939-40.

—	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.
(i) *Combined percentage figures of permanent and temporary recruitment.*						
Europeans	..	0·19	0·2	0·1	0·1	0·2
Hindus	65·20	57·09	54·1	55·0	56·0	57·5
Muslims	17·45	28·50	31·2	29·9	29·9	29·2
Anglo-Indians and Domiciled Europeans.	12·13	8·33	8·7	9·2	7·6	7·5
Sikhs	1·03	1·70	2·1	2·3	2·2	2·1
Indian Christians	2·95 } 4·64	3·49 } 5·51	3·1 } 5·5	2·8 } 5·6	3·4 } 6·1	3·0 } 5·4
Parsis	0·66	0·32	0·3	0·5	0·5	0·3
Other communities	0·53	0·38	0·3	0·2	0·3	0·2
(ii) *Percentage figures of permanent recruitment.*						
Europeans	..	..	0·5	0·4	0·3	0·2
Hindus	..	..	55·6	56·0	54·4	53·0
Muslims	..	..	26·4	26·5	27·1	24·3
Anglo-Indians and Domiciled Europeans.	..	..	10·7	10·9	10·3	9·5
Sikhs	..	..	1·2	1·8	2·2	1·8
Indian Christians	..	..	4·5 } 6·2	3·6 } 6·0	4·2 } 7·3	4·5 } 7·2
Parsis	..	..	0·5	0·6	0·9	0·8
Other communities	..	..	0·6	0·2	0·6	0·4
(iii) *Percentage figures of temporary recruitment.*						
Europeans	..	..	..	0·1	..	0·2
Hindus	..	..	53·0	54·4	56·9	57·9
Muslims	..	..	34·6	31·8	31·4	31·9
Anglo-Indians and Domiciled Europeans.	..	..	7·4	8·3	6·1	6·3
Sikhs	..	..	2·5	2·5	2·2	2·4
Indian Christians	..	..	2·1 } 5·0	2·4 } 5·3	3·0 } 5·5	2·0 } 4·5
Parsis	..	..	0·1	0·4	0·3	0·1
Other communities	..	..	..	0·1	0·1	0·1

NOTE.—Separate figures for permanent and temporary recruitment by communities for 1934-35 and 1935-36 are not available.

It will be observed from the figures given above that during the year under review direct recruitment to subordinate railway services of the different minority communities for whom percentages have been fixed by the Government of India, was satisfactory, though there are some divergences as between permanent and temporary recruitment. The Anglo-Indian and Domiciled European community for instance obtained 9·5 per cent., against the 8 per cent. fixed, in permanent recruitment, while there was a shortage in temporary recruitment, due to members of this community not offering themselves in sufficient numbers for such appointments. This resulted in bringing down the combined percentage to 7·5.

In December 1939, Mr. Frank D'Souza on vacating the post of Member, Railway Board, was placed on special duty by the Government of India to review the working of the rules and orders relating to the representation of minority communities in the service of the four State-managed Railways. He was required to analyse and review the results already achieved with regard to both gazetted and non-gazetted ranks. The enquiry was not directed towards any revision of the principles already laid down by Government, but to an investigation into the application of these principles in practice, with a view to making, if necessary, recommendations which might facilitate their better enforcement. With Mr. D'Souza was associated Khan Bahadur Z. H. Khan, an officer of the North Western Railway, who was Deputy Director of Establishment in the office of the Railway Board some time ago. Mr. D'Souza had not concluded his investigations at the end of the year under review.

In May 1939, the Government of India, with the approval of the Secretary of State, issued orders reserving in the Superior Railway Services 2·5 per cent. of all vacancies to be filled by direct recruitment for Anglo-Indians and Domiciled Europeans. Along with this, Government also decided that Anglo-Indians and Domiciled Europeans employed in categories of subordinate posts in which they are accorded a special reservation should be given a minimum wage of Rs. 55 per mensem. These orders were brought into force with effect from the 1st April 1939.

99. Training of Staff.—Area Schools.—(a) *East Indian Railway School of Transportation, Chandausi.*—The activities of the school were extended over those of last year by the addition of refresher courses for junior officers and a promotion course for transportation inspectors. 28 officers and 8 transportation inspectors attended these courses during the year. The details of the number of students, etc., who passed through the school are given in the following figures. There is an increase in the number of students and in gross expenditure but there is a reduction in the expenditure per student.

	1938-39	1939-40
Number of students attending refresher courses	627	**757**
Number of students attending training course	169	**211**
Number of officers attending courses	2	**5**
Total number of students	798	**973**
Total number of student days	30,692	**37,493**
Expenditure	Rs. 59,829	**Rs. 66,548**
Cost per student day	Rs. 1-15	**Rs. 1-12**

(b) *North Western Railway Walton Training School, Lahore Cantonment.*—The activities of the school continued to be of great advantage to the administration in improving the general standard of efficiency. Lectures on civility and politeness to the public and on personnel work formed a part of almost every syllabus. Practical demonstrations of working at a railway station were given to students by taking them to outstations. Experience proved that such visits were a great help to students in assimilating details explained to them in the class and model rooms.

The following figures detail the number of students, etc., who passed through the school, the number being less than in the previous year due

to certain courses having been held in abeyance. Various measures taken made it possible to reduce the cost of the school.

	1938-39	1939-40
Number of students attending refresher courses	513	485
Number of students attending special courses	3	1
Number of students attending for examination only	132	152
Number of students attending training courses	1,225	967
Number of officers attending courses	6	2
Total number of students	1,879	1,607
Total number of student days	85,748	79,699
Expenditure	Rs. 2,31,000	Rs. 1,96,000
Cost per student day	Rs. 2-11	Rs. 2-7

(c) *East Indian Railway Technical School, Jamalpur.*—The school was opened in 1925 with the object of providing facilities for the training of apprentice mechanics and trade apprentices only. At that time it had four classes with a total strength of 172 students on its rolls and four teachers. In 1927 provision was made for the training of special class apprentices with a view to their ultimate appointment to the Electrical Engineering, and to the Mechanical Engineering and Transportation (Power) Departments of the Superior State Railway Services.

A permanent-way section was opened at this school in January 1940. This section affords practical instruction with full size material for apprentices, mates suitable for promotion, mistries and assistant permanent-way inspectors.

The school now contains training facilities for apprentices of and candidates for all Engineering Departments. In addition it imparts training in fuel economy to staff of the Bengal Nagpur, Eastern Bengal and Madras and Southern Mahratta Railways.

At the close of the year under review the school had 14 teachers on its staff, 96 classes were held during the year, out of which 57 involved examinations, the remaining 39 being merely refresher courses.

99.1. Stimulation of interest of staff in their work.—In last year's report, it was stated that railway administrations had not only readily acquiesced with the views expressed by the Indian Railway Enquiry Committee in regard to the desirability of inculcating in the staff greater interest in their work and a more active business outlook, but were also working generally on the lines suggested by the Committee. During the year under review, administrations have continued their endeavours in this direction.

The Madras and Southern Mahratta and South Indian Railways formed in 1938 a section of the Permanent-Way Institute of England, with the aim of developing the interest of staff in a study of the principles and methods adopted by other workers in different countries. Other railways have been asked to consider the possibility of forming such sections in their own areas.

100. Improvements in the service conditions of the staff.—*Provident fund concessions to Inferior Staff.*—The question of extending the provident fund concessions to inferior staff on railways was under the active consideration of the Government of India during the year under review. As a first step in this direction, Government provided a sum of Rs. 12 lakhs for the purpose, in the budget for 1940-41 and asked the Railway Board to settle the best method of utilising this amount. The Railway Board, therefore, arranged for a special meeting with the All-India Railwaymen's Federation in April 1940 to discuss this question and certain other important matters.

101. The Payment of Wages Act.—The correct observance of the Payment of Wages Act on Railways continued to engage the attention of the Railway Board during the year under review. References continued to be received from railway administrations bringing to notice difficulties experienced in complying with certain provisions of the Act, as for example the payment, within the time stipulated under the Act, of loading and unloading charges to railway employees employed at wayside stations. After an examination of the position, instructions were issued laying down a special procedure calculated to secure the expeditious payment of these charges.

A further number of Co-operative Societies were approved, under the Act, by the Central Government, for purposes of deductions from wages on account of the Societies' dues. The question of the issue of an authorisation under the Act, for the same purpose, in respect of certain additional amenities supplied to employees by railway administrations such as stamps on service agreements, cost of watches and uniforms, etc., also received consideration.

Railway administrations were asked to review the working of the Act and report to the Railway Board (i) whether the Act has resulted in any substantial benefit to the workers; (ii) whether there has been any compensating advantage to the Railway by way of improvement in the railway workers' lot; and (iii) the extent of increase in work and any difficulties in complying with the provisions of the Act. They were also asked to indicate broadly whether practical experience has shown the desirability of modifying the Act in any respect. By the end of the period under review these reports were still awaited from a few railway administrations.

Towards the close of the year, administrations were asked to make a careful review of their existing procedure in dealing with disciplinary cases involving fines or reductions in pay so as to ensure that such action did not tend to defeat the intentions underlying the Act. Further, railway administrations adopting " Conduct marks systems " were asked to take special steps to see that the operation of such systems did not lead to possible evasion of the Act. The reports which were asked for from railway administrations in this connection will be dealt with in the next year's report.

102. Welfare.—(i) *Assistance to railway employees for the education of their children.*—The salient features of the rules issued provisionally in September 1930 for the grant of assistance from railway revenues to railway employees towards the education of their children were detailed in the report for 1930-31. In last year's report, it was mentioned that the maximum limit of Rs. 40 per mensem originally laid down in these rules for the assistance payable to any one employee has been raised to Rs. 60 per mensem as a measure of further relief. During the year under review no further amendments were made to the rules.

(ii) *Staff Benefit Funds.*—These have been constituted on a number of principal railways and are continuing to function. As in previous years, grants were made from these funds to provide amenities and relieve distress among non-gazetted railway employees and their families, the funds being distributed by committees of the workers themselves.

(iii) *Railway Sports.*—The twelfth annual Inter-Railway Athletic Tournament was held in the Irwin Amphitheatre at New Delhi on the 15th and 16th March 1940. The Bombay, Baroda and Central India, Bikaner, Eastern Bengal, East Indian, Great Indian Peninsula, Jodhpur, Madras and Southern Mahratta, His Exalted Highness the Nizam's State, North Western and South Indian Railways, and the Railway Board entered teams. The tournament was won by the North Western Railway for the twelfth year in succession, the Madras and Southern Mahratta Railway being the runners-up. The Junior Railways Challenge Cup was won by the Bikaner State Railway. One All-India and Railway record was broken.

A hockey tournament was held at New Delhi from the 7th to 13th March 1940; the competitors being the Bombay, Baroda and Central India, East Indian, Great Indian Peninsula, Madras and Southern Mahratta, His Exalted Highness the Nizam's State and North Western Railways and the Railway Board. The Great Indian Peninsula Railway beat the Madras and Southern Mahratta Railway in the final.

A tennis tournament was also held for the first time for a number of years, in which the earlier rounds of the competition were played locally and the semi-finals and final in Delhi. The semi-finalists were the East Indian, South Indian and North Western, and Great Indian Peninsula Railways and the finals were played between the East Indian and North Western Railways, the East Indian Railway winning.

The Inter-Railway Officers Golf tournament was won by the North Western Railway.

103. Meetings with All-India Railwaymen's Federation.—During the period under review, the Railway Board met deputations from the All-India Railwaymen's Federation on the following occasions:—

(i) The seventeenth half-yearly meeting held on the 19th May 1939.

(ii) A special meeting between Chief Commissioner and Financial Commissioner of Railways held on the 20th July 1939.

(iii) The eighteenth half-yearly meeting on the 27th and 28th November 1939.

(iv) A special meeting with the Financial Commissioner of Railways held on the 1st February 1940.

(v) An informal meeting between the Railway Board and the President and General Secretary of the All-India Railwaymen's Federation held on the 2nd February 1940.

2. The following were the principal subjects discussed at the seventeenth half-yearly meeting held on the 19th May 1939:—

(i) Pass rules.

(ii) Extension of provident fund membership to inferior staff.

(iii) Accumulation of leave for inferior staff on State-managed Railways.

(iv) Extension of the Hours of Employment Regulations.

(v) Joint Standing Machinery as recommended by the Whitley Commission.

Owing to the absence of their President, these subjects were not fully discussed by the Federation, who requested that they may therefore be given a special meeting. The Chief Commissioner and Financial Commissioner of Railways accordingly met the Federation, on the 20th July 1939, at Bombay, during their monsoon tours when these subjects were further discussed. At this meeting the Chief Commissioner indicated to the Federation the extent to which the Railway Board found it possible to accede to the requests put forward by the Federation. The Government of India were for instance prepared to restore some of the pass concessions and also to provide in the State Railway Leave Rules that in the case of inferior and daily-rated staff leave up to a limit of 30 days might be accumulated.

3. The following subjects were discussed at the eighteenth half-yearly meeting held on the 27th and 28th November 1939:—

(i) Scale of pay for journeymen on the North Western Railway.

(ii) Application of the new scales of pay.

(iii) Re-employment of staff retrenched since 1931.

(iv) Alleged infringement of the provisions of the Payment of Wages Act, 1936.

(v) Facilities to be granted to recognised Trade Unions; and

(vi) Grievances of Accounts Staff.

These subjects were discussed fully and the Chief Commissioner of Railways agreed to examine some of the points raised in respect of each.

At the special meeting between the Financial Commissioner of Railways and the All-India Railwaymen's Federation held on the 1st February 1940, the grievances of Accounts Staff on State-managed Railways were discussed such as, the position of clerks transferred to the Railway Clearing Accounts Office, and the grant of compensatory allowances, etc.

At the informal meeting which took place on the 2nd February 1940, the President of the Federation explained the Federation's views in regard to the conditions of railway labour owing to increase in prices since the outbreak of the war.

Towards the close of the year under review, the Railway Board announced that at the request of the All-India Railwaymen's Federation they had agreed to arrange for a special meeting to be held in April 1940, at which the extension of the provident fund benefits was to be discussed and that a representation from the Federation regarding increased prices since the war would also be considered.

104. Recognition of Unions by railway administrations.—In paragraph 111 of last year's report it is stated that instructions were to be issued to Railways in connection with the " Conditions precedent to the recognition of a Union by a Railway Administration ". Early in the year under review, the conditions precedent to the recognition of a Union were issued to the Railways with instructions to the General Managers of State-managed Railways that these " Conditions " should be regarded generally, as supplementary to the Rules for the recognition of Associations of Industrial Employees (including Railway Employees) of the Government of India and that so long as a Union of non-gazetted Railway servants had rules not repugnant to those embodied in these " Conditions ", recognition should be accorded unless there were other valid reasons for declining to do so. General Managers of State-managed Railways were also instructed that if any Unions already recognised by them had rules repugnant to those contained in the " Conditions " the Unions should be given sufficient time, in which to make the necessary alterations in their rules. A copy of these instructions was sent to the Agents and General Managers of Company-managed Railways with the remark that the adoption of these " Conditions " in the case of Unions operating on their Railways might be considered.

105. Dearness Allowance.—During the first few months of the war, there was a tendency for retail prices to rise sharply and by December 1939 the cost of living indices for the 15 towns in the country which maintain such figures had advanced by an average of 10 per cent. in excess of the figures for the preceding August. This caused a demand for an increase in wages on various railways and in February 1940 the Board had an informal discussion with the President, All-India Railwaymen's Federation. Subsequently it was decided to discuss this matter with a deputation from the Federation and this meeting took place just after the close of the year under review. In the meantime, however, the retail prices fell considerably and in March 1940 were on an average, according to the cost of living indices, not more than 5 per cent. above the figures for August 1939.

106. Railway staff and the war.—On the outbreak of war a variety of problems presented themselves in connection with railway operation and the extent to which Indian Railways could assist in the general war effort. These, as far as the staff are concerned, may be summarised as follows :—

(i) *Release of individual officers for technical war work.*—Individual officers began to be released for various war duties in the

autumn of 1939. Some went to technical recruiting work, others to Ordnance Factories while a number of Reservists returned to Military and Naval duties. All R. E. officers in railway employ below the rank of Lt.-Col. were also returned to military duty in the first few months of war.

(ii) *Release of non-gazetted staff.*—Skilled labour and a certain amount of supervisory staff being required for munitions work, volunteers who, it was arranged would be temporarily transferred as required were called for. Special terms were formulated for those of State-managed Railways which were also applied in the case of Company-managed Railway personnel. These terms inclue a lien on the worker's railway appointment with consideration for promotion under the " next below " rule. It also became evident that with the prospect of railway workshops being asked to undertake munitions work, plans would have to be formulated for a rapid expansion in skilled and supervisory personnel in the shops and this had been examined in some detail before the end of the year under review.

(iii) *Financial contributions towards the war.*—By the close of the year railway staff had begun to contribute generously towards the war effort, either in the form of subscriptions to Government loans issued for this purpose or in response to appeals from His Excellency the Viceroy and Governors of Provinces for funds in the same connection.

CHAPTER IX.

AMENITIES FOR PASSENGERS.

107. In this chapter measures for the comfort and convenience of passengers, with special reference to those travelling in the lower classes, are described. The following paragraphs explain briefly the steps taken by individual railways to provide improved types of carriages and clean and comfortable accommodation in trains, the arrangements for ensuring safety of women passengers, the running of restaurant and buffet car services and the improvement of amenities at stations—such as refreshment rooms, vendors stalls, waiting halls, covered and raised platforms, foot over-bridges and the opening of additional booking offices and out-agencies. As the supply of pure drinking water to passengers in trains and at stations, particularly during the hot weather months, is of primary importance, arrangements therefor continued to receive special attention. In addition to the water taps, storage tanks and pots provided at stations, over 4,000 water-men were in permanent employment on Class I Railways; these were supplemented by about 2,500 temporary staff during the hot weather months, the cost on account of the latter amounting to about Rs. 1 lakh on ten railways alone.

108. New types of third class carriages.—New and re-built coaching stock placed in service during the year under review included approximately one hundred full third class carriages and fifty composite carriages with third class accommodation. All carriages were built to improved designs, full third class broad gauge carriages being of the " six-compartment " type approved by the Central Advisory Council for Railways. Small compartments were likewise introduced in the designs of a number of metre gauge carriages including 27 full third class carriages on the South Indian Railway. With a view to obtain a greater measure of uniformity in the passenger accommodation provided by different railways and more particularly to improve the standard of comfort in third class carriages the Railway Board issued a schedule of requirements in the designs of coaching stock during the latter part of the year for the guidance of railways.

109. Measures taken to ensure security of women passengers in trains.—The question of security of women passengers continued to receive special attention of railways. Further progress was made with the fitting of internal safety catches or devices on the doors and windows of women's compartments to enable passengers to secure the compartments at night against the entry of unauthorised persons in running trains. On the Great Indian Peninsula Railway, the intermediate and third class compartments are in addition being provided with expanded metal or weldmesh frames on the outsides of window openings in the doors and bars to all windows. The question of providing bars on windows of women's compartments has also generally engaged the attention of all railways.

Other steps taken in this connection include marshalling of trains with a view to positioning lower class compartments for women either in the middle of the train or near the guards' compartment, instructions to special ticket examiners to check servants' compartments to preclude the possibility of undesirable persons travelling in such compartments when they are close to women's compartments and a more vigilant watch on the off-side of women's compartments at night. The provision of additional alarm chain pulls in easily accessible positions, of safety locking arrangement and of bars on windows was under consideration on the Madras and Southern Mahratta Railway.

110. Provision of third class accommodation on fast through trains.—It is the general practice on most railways to ensure that the third

class accommodation on fast through trains is not " crowded out " by passengers on short journeys, to the inconvenience of those travelling longer distances. Third class accommodation was provided on all trains run by the Bengal and North-Western, Bengal Nagpur, Eastern Bengal, Jodhpur, Rohilkund and Kumaon and South Indian Railways. On the Bombay, Baroda and Central India Railway the only trains excepted to third class were the Frontier Mails between Bombay and Delhi. On the East Indian Railway all trains carried third class passengers with the exception of 5 Up and 6 Down Punjab Mails, which serve only the upper and intermediate classes. On the Great Indian Peninsula Railway the only exception was the " Deccan Queen " but third class passengers could travel by the Poona Mail which ran at practically the same time of the day and took very little longer. On the Madras and Southern Mahratta Railway third class accommodation was provided on 36 Mail and Express trains. On the North Western Railway third class passengers were carried without restriction by all express and fast through trains and also by Mail trains, on which, however, certain limitations were imposed as to distance.

111. Booking offices and out-agencies.—*Assam Bengal Railway.*—Booking offices were provided at Bipulashar, Bengura, Kujibali and Hashimpur halts. A new out-agency was opened at Chittagong (Lamarbazar).

Bengal and North-Western Railway.—A new booking office was opened at Gorakhpur city. Fifty-one temporary booking offices were opened at eleven stations during melas, of which nine were opened at Sonepore alone during the Kartic Purnamashi mela. During Magh mela, an out-agency was opened at Barhalganj served by Dohri Ghat station.

Bombay, Baroda and Central India Railway.—The following halts were converted into regular flag stations:—

	Between.
Bhestan	Sachin and Udhna.
Nenpur	Mehmadabad Kaira Road and Kanij.
Wasna Iawa	Sanand and Chharodi.
Jalalpur Panwara	Kanauj and Jasoda.
Sahijpur	Asarva and Naroda.

A halt between Kantharia and Tralsamadh and another between Ajmer and Makhupura were also opened.

Great Indian Peninsula Railway.—During the Ashadi fair held in June and Kartiki fair in November, additional booking offices were opened at Pandharpur.

Madras and Southern Mahratta Railway.—38 out-agencies were opened in the area served by the railway. The following seven out-agencies dealing with goods and parcels traffic were opened during the year:—

Out-agency.	*Station served.*	*Distance (Miles).*
Athni	Shedbal	21
Banaganapalle	Panyam	16
Koilkuntla	Nandyal	25
Jamkhandi	Kudchi	34
Rabkavi	Do.	22
Terdal	Do.	18
Ilkal	Bagalkot	37

The following passenger halts were opened during the year:—

Name.	*Between.*
Dowlaiswaram . .	Rajhamundry and Kadiam.
Satyavada . . .	Tanuku and Kaldhari.
Honaganahalli . .	Jumnal and Mulvad.
Kavutaram Gate .	Near Kavutaram.
Cherukuvada . .	Akividu and Undi.

Mysore State Railway.—A spacious booking office with four windows was opened at Mysore.

His Exalted Highness the Nizam's State Railway.—Additional booking offices were opened temporarily for important jattras and melas to meet traffic demands.

North Western Railway.—City booking offices and out-agencies were opened at the following places:—

City booking offices.	*Out-agency.*
Hoshiarpur.	Shahr Sultan.
Gurdaspur.	Alipur.
Muzaffarnagar.	Rohilanwali.
Ferozepore Cantonment.	Khangarh.
Ferozepore City.	Dorangla.
Lyallpur.	Hariana.
New Delhi (Connaught Place).	Nathia Gali
Sargodha.	Daska.
	Pindi Gheb.
	Mirpur (Kashmir).
	Hazro.
	Kotgarh.

During the year train halts were also opened at Bakainwala, Koharsinghwala, Bhagsar, Bhila Gulab Singh, Sahowala, Sobhianwala and Peshawar Fort.

South Indian Railway.—(*a*) Temporary booking offices were opened during festival periods at:—

Velanganni.	Tiruvannamalai.
Mayavaram Town.	Alwaye River Bed.
Srirangam Temple.	Trichur Exhibition Grounds.
Tiruppirathurai.	Palni (Foot of the Hills).
Conjeeveram Town—	Veli.
(i) Gangana Mantapam.	Attur.
(ii) Hodgsonpet.	Trivadi
Chidambaram Town.	

(*b*) Train halts were opened at:—

Broad Gauge—	Madattukulam.
Ranganathapuram Road.	Ten Pasiyar.
Palappuram.	Tyagarajapuram.
Mudadi.	Kalahastinathapuram.
Tannirpalli.	Rajamatam Road.
Metre Gauge—	Virapandiyanpatnam.
Karasangal.	

(*c*) Town booking offices were opened at :—

	Nearest Station.
Simhakkal	Madura.
Tirumayam Town	Tirumayam.
Ramachandrapuram	
Keelasevalpatti	
Konapet	
Rayavaram	
Vikramasingapuram	Ambasamudram.
Upper Dam site	
Lower Dam site	

Not only are tickets issued at these booking offices but arrangement also exists for conveyance of passengers by buses.

(*d*) Out-agencies were opened at the following places :—

Name.	*Served by*
Pudukottai Town	Pudukottai.
Bhavani Kudal	Erode.
Turaiyur	Trichinopoly Junction and Trichinopoly Fort.
Chinnamanur	Theni.
Kambam	Theni.
Satyamangalam	Coimbatore.

112. Waiting rooms and waiting halls.—*Assam Bengal Railway.*—The following accommodation was provided during the year for intermediate and third class passengers :—

(i) ladies' waiting rooms at Srinidhi, Bhairab Bazar and Haibargaon.

(ii) a ladies' waiting room and a waiting hall at Sarupathar, a newly built station and a waiting hall at Muhuri Gunge, also a newly opened station.

(iii) passenger shelters at Bipulashar, Bengura, Kujibali and Hashimpur halts.

(iv) improvement to the waiting room at Sarkarhat.

Bengal and North-Western Railway.—One third class waiting hall at Bilthara Road and another at Lar Road were built at a cost of Rs. 2,461 and 2,667 respectively. At Begusarai one third class waiting hall with a waiting room for ladies was provided at a cost of Rs. 4,300. On the main platform at Gonda, a passenger hall was provided at an approximate cost of Rs. 7,308.

Bengal Nagpur Railway.—Intermediate class waiting rooms were built at Purulia and Midnapore, third class waiting rooms for the public generally at Raipur, Dongri, Buzurg and Jhargram and for women at Machada and Jhargram. The floor of the third class passenger serai at Tatanagar was cemented. Passenger sheds were provided at Komakhan, Rampalli, and Chatrapur Court passenger halts.

Bombay, Baroda and Central India Railway.—The extension of the shed on the broad gauge passenger platform and the provision of a covered passage from the broad gauge to the metre gauge passenger platform at Ahmedabad were sanctioned. A new waiting hall was provided at Sabli Road on the metre gauge.

Eastern Bengal Railway.—An intermediate class ladies' waiting room was built at Santahar and a third class waiting room for ladies at Sonahat. Improvements were also made to the intermediate and third class waiting rooms at Ragurampur, Calcutta main, Banmankhi, Sukhanpukur, Golakganj, Kalchini, Fatulla, Dhubri, Manshahi and Kaunia at a cost of Rs. 21,070.

East Indian Railway.—Intermediate class waiting rooms were provided for the general public at Katwa and Jehanabad and one for ladies and another for general public at Dehra Dun. Third class zenana enclosures were also provided at Tinpahar, Monirampur, Purbasthali, Masagram, Belmuri, Chandanpur, Gurup, Dhakhineswar, Barharwa, Rajbandh and Pandarak.

Great Indian Peninsula Railway.—A new third class waiting hall was provided at Kulali.

Jodhpur Railway.—The following additional waiting rooms were provided during the year :—

Station.	*Class.*
Mirpurkhas	Intermediate (General).
Phalodi	Third (Women).
Pachpadra City, Bakra Road Shahpur Chakar, Mohattanagar Jam Sahib, Mari Sind and Shafiabad.	Third (General).

Madras and Southern Mahratta Railway.—As in the previous year, the upper class waiting rooms on branch lines, from which upper class train accommodation has been withdrawn, were assigned for the use of intermediate class passengers. Shelters for passengers were provided at Dawalaiswaram, Satyavada, Honaganahalli, Kavutaram Gate and Cherukuvada passenger halts.

North Western Railway.—The following additions were made during the year :—

Station.	*Waiting rooms or halls.*	*Approximate cost.*
		Rs.
Quetta	Intermediate and Third class	17,700
Kalka	Intermediate	396
Mehta Suja	Third Class	3,500
Raya Khas	Do.	3,500
Kandiaro	Do.	2,070
Maur	Do.	1,250

First and second class waiting rooms were provided at Quetta and a combined first and second class ladies' waiting room at Pad Idan.

The second class waiting rooms at Lahore were extended and urinals, bath-rooms and latrines (both Indian and European styles) were provided therein. Extra accommodation was provided at Mansa Nammal and Jand.

South Indian Railway.—Waiting rooms or sheds were provided at :—

Pudiyangadi Train Halt.
Puliyur Train Halt.
Reddipalayam Train Halt.
Kudlu Train Halt.
Coimbatore station } in connection with re-modelling.
Pollachi station }

The following statement summarises the number of *waiting rooms and waiting halls* provided on each Class I railway for the use of intermediate and third class passengers:—

—	A. B.	B. & N.-W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	Jodhpur.	M. & S. M.	Mysore State.	N. S.	N. W. C.	N. W. S.	R. & K.	S. I.
1. Total number of stations open for passenger traffic.	305	351	535	633	453	768	567	164	495	129	213	870	174	98	605
2. Number of stations at which waiting rooms or halls have been provided for intermediate class passengers:—															
(i) generally	12	5	19	1	8	151	..	2	6	..	..	18	4	..	..
(ii) for women only	5	10	14	1	4	57	..	..	..	..	..	18	3	3	..
3. Number of stations at which third class waiting rooms or halls have been provided:—															
(i) generally	265	253	469	484	437	399	478	119	456	112	213	698	111	95	588
(ii) for women only	135	35	70	2	329	184	15	7	11	5	2	48	13	12	13
4. Percentage of stations at which waiting rooms or halls have been provided as compared with the total number of stations open for passenger traffic:—															
(i) for intermediate class, generally	3·93	1·43	3·55	0·16	1·77	19·7	..	1·22	1·21	..	..	2·07	2·30	..	..
(ii) for intermediate class, women only.	1·64	2·85	2·62	0·16	0·88	7·42	..	..	..	..	..	2·07	1·72	3·06	..
(iii) for third class, generally	86·9	71·8	88·0	76·5	96·5	51·9	84·7	72·6	92·3	86·8	100·0	80·2	63·8	96·9	97·2
(iv) for third class, women only	44·3	10·0	13·0	0·32	72·6	23·9	2·65	4·33	2·22	3·88	0·94	5·52	7·47	12·2	2·15

C.=Commercial. S.=Strategic.

113. Covered and raised platforms.—The following statements show the position at the end of the year 1939-40 in regard to platforms generally:—

113.1. Number of stations provided with covered platforms.

—	A. B.	B. & N.-W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	Jodhpur.	M. & S. M.	Mysore State.	N. S.	N. W. C.	N. W. S.	R. & K.	S. I.
1. Total number of stations open for passenger traffic.	305	351	535	633	453	768	567	164	495	129	213	870	174	98	605
(i) Class D (or flag) stations	118	21	67	126	124	135	94	57	79	13	73	235	33	6	145
(ii) Other than class D (or flag) stations.	187	330	468	507	329	633	473	107	416	116	140	635	141	92	460
2. (i) Number of stations at which there are two or more platforms.	89	32	83	110	89	393	190	8	53	5	24	226	12	9	83
(ii) Total number of platforms at such stations.	208	82	176	268	287	975	452	27	151	10	58	534	30	26	220
(iii) Total number of covered platforms at such stations.	7	..	4	176	120	232	125	6	67	3	13	144	3	10	95
(iv) Percentage of (iii) to (ii)	3·37	..	2·27	65·7	50·6	23·8	27·6	22·2	44·4	33·3	22·4	27·0	10·0	38·5	43·2
3. (i) Number of stations other than class D at which there is only one platform.	98	298	395	355	245	302	311	99	363	111	129	428	130	83	377
(ii) Number of such stations at which there are covered platforms.	..	..	1	5	..	59	9	..	22	1	..	8	1	..	8
(iii) Percentage of (ii) to (i)	..	..	0·25	1·41	..	19·5	2·89	..	6·06	0·90	..	1·87	0·77	..	2·12

C.=Commercial. S.=Strategic.

113.2. Number of stations provided with platforms above rail level.

	A. B.	B. & N. W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	Jodhpur.	M. & S. M.	Mysore State.	N. S.	N. W.		R. & K.	S. I.
												C.	S.		
1. Total number of stations open for passenger traffic.	305	351	535	633	453	768	567	164	495	129	213	870	174	98	605
(i) Class D (or flag) stations . .	118	21	67	126	124	135	94	57	79	18	73	235	33	6	145
(ii) Other than class D (or flag) stations.	187	330	468	507	329	633	473	107	416	116	140	635	141	92	460
(i) Number of stations other than flag stations at which there are more than one platform.	89	32	76	100	84	369	161	8	53	5	11	213	12	9	63
(ii) Total number of platforms at such stations.	208	82	159	247	225	935	394	27	151	10	32	509	30	24	220
(iii) Total number of platforms at such stations above rail level.	12	67	132	233	188	607	314	20	151	7	32	389	23	20	150
(iv) Percentage of (iii) to (ii) . .	5·77	81·7	83·0	94·3	83·6	64·9	79·7	74·1	100·0	70·0	100·0	76·4	76·7	83·3	68·2
(i) Number of stations at which there is only one platform.	216	319	449	490	364	361	344	156	442	124	189	633	162	87	522
(ii) Number of such stations at which platforms are above rail level.	3	153	123	203	135	177	196	10	283	42	73	188	84	27	277
(iii) Percentage of (ii) to (i) . .	1·39	48·0	27·4	41·4	37·1	49·0	57·0	6·41	64·0	33·9	38·6	2 9·7	51·9	31·0	53·1

C. = Commercial. S. = Strategic.

114. Refreshment rooms for Hindus and Mahomedans.

The table below shows the number of stations on Class I Railways, provided with refreshment rooms for Hindus and Mahomedans on 31st March 1940, and of these the additions that were made during 1939-40.

Railway.	NUMBER OF STATIONS PROVIDED AT THE END OF THE YEAR WITH			NUMBER OF REFRESHMENT ROOMS WHICH WERE PROVIDED DURING THE YEAR.	
	Hindu and Mahomedan refreshment rooms.	Hindu refreshment room (rooms) only.	Mahomedan refreshment room (rooms) only.	Hindu.	Mahomedan.
Assam Bengal	8	..	..	1	2
Bengal and North-Western	..	10	10	..	..
Bengal Nagpur	17	..	6	..	..
Bombay, Baroda and Central India	1	11	5	1	1‡
Eastern Bengal	10	3	1	..	..
East Indian	14	5	4	..	..
Great Indian Peninsula	6	1	..	..	..
Jodhpur	3	1	..	..	..
Madras and Southern Mahratta †	5	22*	..	..	..
Mysore State	16	15	2	..	..
His Exalted Highness the Nizam's State	10	..	..	..	..
North Western	22	..	..	..	..
Rohilkund and Kumaon	1	..	..	..	..
South Indian	..	30*	6	1	2

* Hindu refreshment rooms, though run on Hindu lines supplying vegetarian Hindu food, are open to other communities also.
† Excludes one Christian refreshment room at Mormugao Harbour.
‡ Cosmopolitan Indian refreshment room at Bharatpur.

115. Vendors' stalls in waiting rooms and on platforms.—*Assam Bengal Railway.*—Three stalls were opened for Hindus at Netrakona, Fulgazi and Hajiganj and one for Mohammedans at Manipur Road. Improvements were made to the Marwari, Hindu and Mohammedan stalls at Mariani, Hindu and Mohammedan stalls at Badarpur and Mohammedan stall at Chittagong port.

It is also proposed to overhaul completely the existing arrangements for Indian catering, as a result of which train vending will be discontinued and stalls providing aerated waters, ice and tea will be opened at average intervals of 20 miles. This proposal was approved by all the members of the Advisory Committee except three.

Bengal and North-Western Railway.—One new stall was opened at Jaynagar.

Bengal Nagpur Railway.—At Drug and Rajnandgaon stations arrangements were made for serving tea and light refreshments in the third class waiting halls.

Bombay, Baroda and Central India Railway.—One tea stall was provided at Elphinstone Road on the broad gauge and another at Netrang on the Rajpipla State Railway.

Eastern Bengal Railway.—Stalls were opened for the first time at Forbesganj, Bahadurabad, Santoshpur, Nangi and Kumarkhali. At Bogra and Bongaon additional stalls were opened during the year.

East Indian Railway.—A vendor's stall at Khurja and a tea kiosk at Mandar Hill were opened.

Great Indian Peninsula Railway.—Three stalls were opened at Lasalgaon, Sewri and Matunga and the one at Vambori was closed.

Jodhpur Railway.—During the year vendors' stalls were opened at Kunri (Sind), Shapur Chakar, Samaro Road, Digri, Merta Road, Dhoro Naro.

Mysore State Railway.—At the end of the year stalls were opened at 18 stations.

His Exalted Highness the Nizam's State Railway.—Twenty-eight new type vending trollies were issued to important stations. The equipment of tea stalls was augmented by the issue of 22 new dining tables, 88 new chairs, 12 new counter show cases, 12 new almirah show cases and 24 automatic fly traps; 40 tray covers were also supplied to stations.

North Western Railway.—Two additional stalls were provided one each at Lala Musa and Dadu. Two tea stalls, one at Mardan and another at Pakpattan were closed.

South Indian Railway.—Tea stalls were opened at Trichinopoly Goods, Karaikhudi and Karur, fruit stalls at Shiyali, Nidamangalam, Tiruvannamalai, Kodambakam, Madura East and Paravur and Mahommedan light refreshment stalls at Negapatam and Erode.

The following statement summarises the number of stations on Class I Railways, at which there were vendors' stalls :—

Railways.	Number of stations at which stalls were in service on 31st March 1940.	Number of stalls opened during the year.
Assam Bengal	95	4
Bengal and North-Western	58	1
Bengal Nagpur	83	2
Bombay, Baroda and Central India	139	2
Eastern Bengal	89*	7
East Indian	118	2
Great Indian Peninsula	133	3
Jodhpur	13	6
Madras and Southern Mahratta	127	..
Mysore State	18	..
His Exalted Highness the Nizam's State	46	..
North Western	124	2
Rohilkund and Kumaon	13	..
South Indian	103	11

* Does not include stalls provided on three ferry services.

116. Water supply for passengers.—As usual, arrangements were made for an adequate and clean supply of water to passengers on platforms and in trains and waiting halls. In addition to the provision of water taps and hydrants at large stations, suitable arrangements were made for the storage of water in earthen vessels, water huts being provided at certain stations. The permanent staff of watermen employed for the distribution of water to passengers was, as in the past, strengthened during the hot weather by the engagement of temporary staff. Mention is, however, made of the special arrangements in force on certain railways during the year:—

Assam Bengal Railway.—English filters of Berkfeld type were in use at 22 stations. Portable water barrows were also in service at six stations.

Bengal and North-Western Railway.—Watermen were dressed in red shirts and red and yellow turbans so that they could be easily spotted by passengers.

Seventeen additional hydrants and three tube-wells were provided at a cost of about Rs. 13,000.

Bengal Nagpur Railway.—173 drums on wheels were in use for distribution of water to the travelling public. A drinking water shelter at Bobbili and a tube-well at Haur were provided during the year.

Eastern Bengal Railway.—The overhead drinking water tank at Siliguri was covered; a water tap was provided in the third class waiting room at Rungpur and a reservoir for drinking water was built at Ballygunge, all at a total cost of Rs. 1,600. A further sum of Rs. 7,600 was spent for the provision of special facilities at 18 small stations, including the provision of tube-wells at 14 stations.

Great Indian Peninsula Railway.—Water tanks fitted with spouts were provided to prevent wastage and at the same time ensure the supply of clean water to passengers. Four hand-propelled lorries in service on the Bhusaval Division were fitted with swivel wheels to facilitate manipulation.

Madras and Southern Mahratta Railway.—Earthenware pots with brass cocks were supplied to eight more stations and one 40 gallon receptacle with two taps was supplied to Cocanada Town for storing water. Taps were provided on the platform at Powerpet.

His Exalted Highness the Nizam's State Railway.—A water tap was provided on the passenger platform at Belampalli and another in the third class waiting hall at Khammameth.

North Western Railway.—The earthen pots for the storage of water were renewed thrice during the year. Hand-barrows were provided at many of the large stations to facilitate supply of water to passengers in trains. Dippers with long handles or alluminium mugs were supplied to the watermen for dealing out water to passengers from pots and buckets. On those sections of the line where good drinking water is not available, adequate quantities were carried in a third class compartment of each train.

South Indian Railway.—Owing to the scarcity of good drinking water on certain sections, water tanks were run for the supply of water to passengers and staff. The water supply arrangements at Vellore, Madras Beach, Cuddalore Junction and Panruti were improved.

117. Restaurant or buffet car services.—*Assam Bengal Railway.*—Kitchen cars were run on the Up and Down Chittagong and Mymensingh Express trains.

Bengal Nagpur Railway.—Restaurant cars catering in the European style were run on:—

	Between
The Bombay Mails . . .	Howrah and Nagpur.
The Madras Mails . . .	Howrah and Vizianagram.

Bombay, Baroda and Central India Railway.—Restaurant cars catering in the European style were run on the following services :—

	Between
The Frontier Mails . . .	Bombay and Delhi.
Sind and Delhi Mails . . .	Ahmedabad and Ajmer.
Delhi Express trains . . .	Delhi and Ahmedabad.

A restaurant car was also run on the week-end " Flying Ranee ".

Dining compartments catering in the Indian style for Hindus and Mahommedans separately were provided in third class carriages on the following trains :—

	Between
Kathiawar Express . . .	Bombay Central and Viramgam.
Delhi Express	Bombay Central and Delhi.
Flying Ranee	Bombay Central and Surat.
Ahmedabad Mails . . .	Ahmedabad and Dhandhuka (Hindu car).

Eastern Bengal Railway.—On the broad gauge restaurant cars were run on the Assam Mails between Calcutta and Parbatipur and on the metre gauge on the 211 Up and 212 Down passenger trains between Parbatipur and Sorbhog. These cars not only provided meals and refreshments in European style to upper class passengers but also served special vegetarian meals and individual vegetarian dishes in the dining cars provided the requirements were intimated sufficiently in advance. The cars on the metre gauge trains were, however, withdrawn from 1st October 1939 owing to inadequate patronage.

East Indian Railway.—European style restaurant cars were run on :—

	Between
The Delhi Kalka Mails . .	Howrah and Asansol and Moghalsarai and Delhi.
The Bombay Mails . . .	Moghalsarai and Chheoki.
The Punjab Mails . . .	Howrah and Lakhsar.
The " Delhi " Expresses . .	Howrah and Delhi.

Indian restaurant cars (for lower class passengers) with separate kitchens for Hindus and Mahommedans were run as under :—

	Between
13 Up and 14 Down Express trains .	Moghalsarai and Delhi.
17 Up and 18 Down Express trains .	Howrah and Dinapore.

Great Indian Peninsula Railway.—Restaurant cars catering in the European style were run on 18 trains, including the Deccan Queen and Imperial Indian Mail which ordinarily run once a week in each direction. Indian restaurant cars were run on two trains and buffet cars on four trains.

Jodhpur Railway.—Restaurant cars catering in the European style were run on :—

Mail trains between Marwar Junction and Hyderabad (Sind), Refreshment cars catering Indian style were run on :—

	Between
11 Up and 12 Down trains . .	Hyderabad (Sind) and Hyderabad (Sind) *viâ* Mirpurkhas, Pithoro and Jhudo.
9 Up and 10 Down Mixed trains .	Jodhpur and Hyderabad.
29 Up and 30 Down Mixed trains .	Degana and Sujangarh.

Indian buffet cars providing light refreshment were run on the following trains :—

	Between
63 Up and 64 Down mixed	Jodhpur and Phalodi.
21 Up and 22 Down mixed	Samdari and Raniwara.
55 Up and 56 Down mixed	Mirpurkhas and Nawabshah.

Madras and Southern Mahratta Railway.—Indian restaurant or buffet car services were operating during the year on :—

Broad Gauge.	*Between*
Nos. 23 and 24 Expresses Nos. 15 and 16 Passengers	Madras and Bangalore.
Nos. 3 and 4 Expresses	Madras and Bezwada.
Nos. 9 and 32 Passengers	Bezwada and Waltair.
Metre Gauge.	*Between*
Nos. 1 and 2 Mails	Hubli and Miraj.
Nos. 3 and 4 Expresses	Harihar and Hubli.
Ditto	Miraj and Poona.
Nos. 5 and 6 Passengers	Belgaum and Poona.
Nos. 73 and 74 Passengers	Guntakal and Hubli.
Nos. 13 and 14 Passengers	Bezwada and Guntakal.
* Nos. 67 and 68 Passengers	Hindupur and Guntakal.

Mysore State Railway.—Indian style restaurant cars were run on :—

	Between
3 Up and 4 Down Poona Expresses	Bangalore City and Harihar.
67 Up and 68 Down Guntakal Passengers	Bangalore City and Hindupur.

His Exalted Highness the Nizam's State Railway.—Four broad gauge Indian buffet cars having separate kitchen and dining arrangements were run on :—

	Between
1 Up and 2 Down Passengers	Wadi and Bezwada.
7 Up and 8 Down Passengers	Bezwada and Hyderabad.

North Western Railway.—Dining cars catering in the European style were run on the following trains :—

	Between
7 Up Karachi Mail	Karachi City and Kotri.
7 Up and 8 Down Karachi Mails	Rohri and Lahore.
9 Up and 10 Down Quetta Mails	Karachi City and Rohri.
3 Up and 4 Down Frontier Mails	Lahore and Pashawar Cantonment.
6 Down Calcutta Mail	Lahore and Jullundur City.

Dining cars catering in Indian style were run on :—

	Between
57 Up and 58 Down Bombay Expresses	Delhi and Lala Musa.
7 Up and 8 Down Karachi Mails	Rohri and Lahore.

Rohilkund and Kumaon Railway.—Restaurant cars catering in the European style were run on the Agra-Kathgodam Express trains.

* Cancelled from 1st August 1939.

South Indian Railway.—European style dining cars were run on:—

	Between
The Indo-Ceylon Expresses .	Trichinopoly Junction and Dhanushkodi.
The Blue Mountain Expresses .	Erode and Mettupalaiyam (during the Hill season).

Indian buffet cars providing light refreshments were run on:—

	Between
The Dhanushkodi Passengers .	Throughout the run.
The Trivandrum Passengers .	Mayavaram Junction and Shencottah.
The Shencottah Passengers . .	Madras (Egmore) and Shencottah.

118. Improvements to existing lower class carriages.—Amongst the improvements carried out by railways were the following:—

The fittings of a large number of inter-communicating windows between adjoining male and female compartments, safety catches on the doors and windows of third class ladies' compartments on the Assam Bengal Railway, and the provision of additional alarm pulls in third class ladies' compartments on the East Indian Railway broad gauge and South Indian Railway metre gauge stock. The latter also fitted internal safety catches to the doors of many third class ladies' compartments together with iron bars for the door openings. On the Assam Bengal Railway the substitution of canvas covered cushions in intermediate class compartments by imitation leather continued and further numbers of independent switches were provided. The North Western Railway continued their policy of replacing steel window louvres by wood louvres and converted several centre double seats in intermediate class compartments into single seats. Additional illuminated panels showing third class ladies' compartments were fitted by the Assam Bengal Railway, whilst the East Indian Railway improved the standard of lighting in many of their existing panels.

Latrine improvements continued to receive the attention of railways. On the Bengal and North-Western Railway a number of carriages with no latrines were equipped when they passed through shops for re-building, whilst a number on the Rohilkund and Kumaon Railway fitted originally with two latrines were re-built with three to the approved standard. Further improvements on railways were the raising of the standard of many latrines and their provision in 17 metre gauge coaches on the South Indian Railway. Improved flushing pans were fitted in third class coaches on the Assam Bengal and Eastern Bengal railways and the provision of wash-hand basins and mirrors in intermediate class compartments continued on the Assam Bengal and North-Western railways, who also replaced the European type of commodes with those of Indian type. In addition the Assam Bengal Railway fitted a considerable number of latrine doors and windows with frosted glass and lota brackets in latrines. On the Madras and Southern Mahratta Railway latrine lighting was improved as vehicles passed through shops.

119. Arrangements to ensure cleanliness of latrines in passenger trains.—On all railways arrangements exist for the cleaning of bath-rooms and latrines on trains at all train examining stations. The following are some of the important features emphasized by railway administrations in this connection:—

Assam Bengal Railway.—At selected train examining stations all carriages were required to be thoroughly washed and cleaned and the roof

tanks emptied, cleaned and re-filled. To ensure observance of rules District and Assistant Officers carried out inspections of carriages when out on the line.

Bengal and North-Western Railway.—At carriage examining stations latrines in trains were cleaned by sprayers under the personal supervision of the Carriage Examiners.

Bombay, Baroda and Central India Railway.—Notices were exhibited in lavatories of third class carriages on broad gauge lines advising the public to inform the guard or station staff—where a sweeper's services were required. The notices gave the names of stations at which sweepers were specially provided for this duty.

Great Indian Peninsula Railway.—During the "lay off" periods between trips, latrines in trains were thoroughly scrubbed, flushed and disinfected under proper supervision. The duties of the carriage sweepers and station sweepers were so arranged that the maximum number of staff were available to clean latrines in trains during stoppage times.

Madras and Southern Mahratta Railway.—Travelling sweepers were deputed to accompany trains on their run in the early hours of the morning.

120. Overcrowding in third class carriages.—This is a subject which receives the constant attention of all railway administrations and is frequently discussed at the meetings of the various railways Local Advisory Committees. Censuses are taken every year during a period when traffic is brisk, usually the month of June, and where a train is found to be frequently overcrowded, it is either strengthened by the addition of a carriage where the load permits, or, where that is not possible, suitable alterations are made in the time-tables so that the traffic is more evenly distributed over the trains serving the sections where overcrowding has been noticed. In some cases it has been found possible to provide additional accommodation for third class traffic by reducing the amount of upper class accommodation. During rush periods such as *melas*, the marriage season, Easter, Diwali, and Christmas holiday periods, in addition to strengthening ordinary trains, arrangements are made to provide additional special trains.

121. Suggestion or complaint books and boxes.—It is the practice on most railways to maintain suggestion or complaint books (on some railways suggestion or complaint boxes are provided) at certain stations, the number of which has been steadily increasing year by year. In order to bring to the notice of the travelling public the existence of these books or boxes, notices in English and the local Indian languages are displayed in suitable places. Also some railways print information on this subject in their time-tables and guides. These books and boxes are frequently used by the public and periodically inspected by the Railway Administrations and action is taken on the complaints or suggestions made. The following list shows the chief items of complaints and suggestions made by the travelling public :—

(1) Unsatisfactory supplies of food and drink.
(2) Inadequate supplies of drinking water.
(3) Complaints regarding—
  (*a*) refreshment rooms, restaurant cars and vendors' stalls;
  (*b*) incivility, discourtesy or inattention of staff;
  (*c*) overcrowding of trains;
  (*d*) detentions at level crossing gates;
  (*e*) defective fans or lights in trains or station waiting rooms and other deficiencies to carriage fittings.
(4) Suggestions for improving station waiting rooms and latrines.
(5) Alterations to train services, etc.

122. Foot over-bridges.—The statement below gives the number of stations provided with foot over-bridges on Class I Railways at the end of the year 1939-40 :—

Railway.	Number of stations provided with foot over-bridges on 31st March 1940.	STATIONS PROVIDED WITH FOOT OVER-BRIDGES DURING THE YEAR 1939-40.	
		Number.	Name of Station.
Assam Bengal	18	..	....
Bengal and North-Western	15	1	Savan.
Bengal Nagpur	84	1	Mohuda.
Bombay, Baroda and Central India	71	..	....
Eastern Bengal	71	..	....
East Indian	142	3	Jhinjhak. Ahraura Road. Meja Road.
Great Indian Peninsula	78	..	....
Jodhpur	3	1	Mirpurkhas.
Madras and Southern Mahratta	45	..	....
Mysore State	4	..	....
His Exalted Highness the Nizam's State.	55	..	....
North Western	149	1	Nawabshah.
South Indian	46	5	Vandalur. Guduvancheri. Kattupakkam. Singaperumalkoil. Pollachi.

CHAPTER X.

MISCELLANEOUS.

123. Accidents.—The following are the details of major accidents which occurred during the year :—

(*a*) On the 17th April 1939, No. 8 Down Dacca Mail ran into the rear of No. 16 Down North Bengal Express, which was standing on the down platform at Majdia station, Eastern Bengal Railway, resulting in 35 persons being killed and 55 injured.

The approximate damage to the engine and rolling stock amounted to Rs. 79,000 and to track Rs. 900. The accident was ascribed to the driver of No. 8 Down Dacca Mail passing signals at danger.

(*b*) On the 28th June 1939, No. 33 Up, known as Delhi-Dehra Dun Mixed Express, ran into a breach in the embankment at mile 26/2 between Chandpur-Siau and Haldaur on the East Indian Railway, resulting in the death of 10 and injuries to 25 persons. The approximate damage to rolling stock amounted to Rs. 80,000 and to permanent-way Rs. 2,070. The accident was due to a breach caused by the permeation of flood water through the bank either through the ballast backing behind the bridge abutment or through burrows and holes made by animals. The Senior Government Inspector found that neither the administration nor any of the staff were responsible or negligent.

(*c*) On the 28th October 1939, Diesel rail car No. 92 ran into a motor bus at an unmanned ' C ' class level crossing near Moga Tahsil on the Ludhiana-Ferozepur section of the North Western Railway, resulting in the death of 9 and injuries to 13 persons. The damage to the Diesel car amounted to Rs. 300. The accident was due to the carelessness of the motor bus driver, who endeavoured to cross the railway track in front of the on-coming rail car : his engine stalled and the bus stuck on the railway line.

(*d*) On the 5th January 1940, No. F. Down Goods train ran into a motor lorry at level crossing No. 5-I.-E., near Bharatkhali station on the Tistamukh Ghat-Bonarpara (metre gauge) section of the Eastern Bengal Railway, resulting in the death of 3 and injuries to 14 persons. The accident was due to the negligence of the gateman at the level crossing, who left the gate unchained and absented himself from his post.

(*e*) On the 20th March 1940, No. 531 Down Goods train crashed into the down catch siding at Khodri on the Bengal Nagpur Railway, resulting in the entire engine crew—a driver and 2 firemen—being killed instantaneously. The damage to the engine amounted to Rs. 15,000. The accident was due to the assistant station master admitting No. 531 down goods into the section in direct contravention of the station working rules.

124. Review of accident statistics.—(*a*) The following table shows the number of passengers, railway servants and other persons killed and injured in accidents on Indian Railways, during the year 1939-40 as

compared with the previous year; these exclude casualties in railway workshops:—

Cause.	KILLED.		INJURED.	
	1938-39.	1939-40.	1938-39.	1939-40.
A.—Passengers.				
(i) In accidents to trains, rolling-stock, permanent-way, etc.	66	44	272	134
(ii) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	214	183	973	1,132
(iii) In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	..	2	19	32
TOTAL .	280	229	1,264	1,298
B.—Railway servants.				
(i) In accidents to trains, rolling-stock, permanent-way, etc.	17	13	152	93
(ii) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	155	152	3,487	3,871
(iii) In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	27	13	9,860	11,918
TOTAL .	199	178	13,499	15,882
C.—Other than passengers and railway servants.				
(i) In accidents to trains, rolling-stock, permanent-way, etc.	26	39	69	73
(ii) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,934	3,069	818	908
(iii) In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	35	22	159	121
TOTAL .	2,995	3,130	1,046	1,102
GRAND TOTAL .	3,474	3,537	15,809	18,282

Of 3,537 persons killed, 3,130 or 88 per cent. were other than passengers and railway servants and of this number 2,327 were 'trespassers' and 623 'suicides'. Of the 3,537, 37 persons were killed on railway premises due to causes other than the movement of trains, vehicles, etc.

The number of persons other than passengers and railway servants killed rose by 135 as compared with the previous year. This was due principally to increases under 'trespassers' (141), 'those passing over level crossings'

(18), which were somewhat counterbalanced by decreases under 'suicides' (18) and 'miscellaneous causes' (6). There is, however, a marked decline in the number of fatal accidents to 'passengers' and 'railway servants', the decreases being 51 and 21 respectively.

(*b*) In the following statement a comparison is made of the number of passengers killed and injured in train accidents, *i.e.*, collisions, derailments, etc., as compared with the number of passengers carried during the last six years :—

Year.	* Number of passengers carried (in millions).	KILLED.		INJURED.	
		† Number.	Per million passengers carried.	† Number.	Per million passengers carried.
1934-35	502	14	0·03	63	0·13
1935-36	506	5	0·01	87	0·17
1936-37	512	11	0·02	67	0·13
1937-38	545	105	0·19	174	0·32
1938-39	559	39	0·07	154	0·28
1939-40	**560**	**44**	**0·08**	**131**	**0·23**

* Represents total of numbers carried on all railways.
† Excludes train wrecking and attempted train wrecking.

Out of the 44 passengers killed and 131 injured, 34 killed and 53 injured were in the accident to 8 Down Dacca Mail at Majdia on the Eastern Bengal Railway, 9 killed and 26 injured in the 'flooding of permanent-way' on the East Indian Railway and 21 injured by 'collisions between passenger trains' on the Great Indian Peninsula Railway.

(*c*) The accidents to railway servants due to the movement of trains and railway vehicles exclusive of train accidents showed a drop of 3, under 'killed' but an increase of 384 under 'injured'. The corresponding figures for Class I Railways for which details of the causes are available showed a decrease of 4 under 'killed' but an increase of 369 under 'injured'. These are analysed as under :—

Cause.	KILLED.		INJURED.	
	1938-39.	1939-40.	1938-39.	1939-40.
(i) Misadventure or accidental . . .	101	**95**	3,299	**3,624**
(ii) Want of caution or misconduct on the part of the injured person.	47	**48**	138	**184**
(iii) Want of caution or breach of rules, etc., on the part of servants other than the person injured.	2	**3**	21	**19**
TOTAL .	150	**146**	3,458	**3,827**

(*d*) In the following statement an analysis is made of all the accidents on all Indian Railways which occurred during the years 1938-39 and 1939-40

grouped under the various causes. The details for each railway will be found in Appendix D of Volume II of this report :—

	1938-39.	1939-40.
1. Running over cattle	8,781	8,726
2. Derailments not involving passenger trains	3,486	4,725
3. Accidents due to failure of couplings and draft gear	2,016	1,889
4. Accidents due to failure of engines owing to faulty material, workmanship and operation arising from the working of the running staff	1,728	1,725
5. Accidents due to other rolling stock failures	249	981
6. Accidents due to failure of engines owing to faulty material and workmanship in the mechanical department	428	459
7. Broken rails	358	279
8. Running over obstructions (other than those included under 'Train wrecking', 'Attempted train wrecking' and 'Trains running into road traffic at level crossings')	213	248
9. Derailments of passenger trains	274	198
10. Fires in trains or at stations or bridges	187	197
11. Collisions involving goods trains or goods vehicles	186	147
12. Trains running into road traffic at level crossings	94	107
13. Flooding of permanent-way	117	86
14. Attempted train wrecking	83	85
15. Passenger trains running in the wrong direction through points but not derailed	60	60
16. Land-slips	135	56
17. Accidents due to failure of axles	32	49
18. Collisions between light engines	36	48
19. Collisions involving passenger trains	39	32
20. Accidents due to failure of tyres and wheels	20	13
21. Accidents due to failure of brake apparatus	17	13
22. Train wrecking	6	7
23. Failure of bridges, tunnels, etc.	9	1
24. Miscellaneous	257	156
Total	18,811	20,287

'Running over cattle' still accounts for the largest number of accidents, *i.e.*, 43 per cent. of the total: next in order are :—

	Per cent.
Derailments not involving passenger trains	23
Accidents due to failure of couplings and draft gear	9
Accidents due to failure of engines owing to faulty working of the running staff	9
Accidents due to other rolling stock failures	5
Accidents due to failure of engines owing to faulty material and workmanship in the mechanical department	2
Broken rails	1
Running over obstructions (other than those included under 'Train wrecking', etc.)	1

(*e*) Accidents in railway workshops accounted for the death of 5 and injuries to 8,638 railway servants, which marks a decrease of 5 and 16 respectively over the previous year.

125. Damage by floods, fires and other causes.—Brief particulars of the more serious floods or other calamities which affected railways during the year under review are given below :—

Five cyclones of comparatively mild intensity were experienced over certain parts of the Assam Bengal Railway between 13th April and 13th May. The damage done to railway property, on the whole, was small and was mainly confined to some station buildings and staff quarters whose roofs were blown away. Some floods also occurred on the railway, mainly on branch lines but the damage done was in no case very serious and at some places there was no interruption to through traffic.

Owing to heavy rain on the 24th and 25th August, several serious slips occurred on the embankment between Anklesvar and Broach on the Bombay, Baroda and Central India Railway which rendered the down main line unsafe. Repairs were effected and double line working was resumed at a restricted speed on the 27th August.

On the same railway twelve wagons loaded with kirby and grass and forming part of a goods train caught fire on the 20th April and the contents were completely destroyed before the fire could be brought under control.

On the Bengal and North Western Railway the monsoons were normal and no serious flooding was experienced, though there were some minor floods.

On the Bengal Nagpur Railway, however, as a result of heavy rain on and from the 6th September in the region of the ghat section of the Katni Branch, the line between Khongsara and Bhonwar Tonk was breached, with the result that a passenger train running between these two stations in the early hours of the 7th September met with an accident. Through running on the line was restored 23 days later.

On the Eastern Bengal Railway floods in the area served by the broad gauge were not severe and the damage actually caused to railway property was less than that of the previous year. On the metre gauge, however, floods were of considerable severity especially on the Lalmanirhat district where water overtopped the rails between Kokrajhar and Basugaon and seriously damaged many bridges between Bijni and Amingaon and Tangla and Rangapara. The total flood damage repairs on this district are estimated to cost about Rs. 2,34,000. Some damage was also caused by floods on the Katihar and Dacca districts.

On the same railway a serious fire broke out in shed No. 5 at Cossipore Road causing damage amounting to about Rs. 70,000 and eleven days later a more serious fire broke out in goods sheds Nos. 22 and 23 at the same place causing damage in the neighbourhood of Rs. 1,92,000. Storms also were experienced by the railway which necessitated an expenditure of about Rs. 40,000 on repairs on the broad gauge.

On the Secunderabad-Kazipet section of His Exalted Highness the Nizam's State Railway a heavy downpour on 4th July led to the line between Jangaon, Raghunathpalli and Ghanapur being washed away at several places. The line was finally restored on the 8th July. Over the intervening period passenger train services were maintained by transhipment at the site.

On the South Indian Railway also heavy rain on the night of 6th August resulted in the line between Salem and Omalur on the Salem-Metur Dam branch being breached at several places. Through running was interrupted on the line till the 8th August. Heavy rain and cyclonic storms also occurred between 14th and 16th November in the Tanjore, Trichinopoly and Madura districts and several breaches were caused.

126. Anti-malarial measures.—These were continued and extended on most railways during the year under review. The results were generally satisfactory. Unusually high incidence of malaria in the Bombay Presidency as a result of intermittent rainfall and an epidemic in certain districts in the Madras Presidency were responsible for a high figure of primary cases on the Great Indian Peninsula and Madras and Southern Mahratta Railways; there is reason to believe that the incidence would have been higher but for control measures. Anti-malarial measures are being continued as they have yielded good results.

APPENDIX A.

Railway Administrations in India alphabetically arranged in three classes according to their gross earnings showing the working agencies, ownership and route mileage open on 31st March 1940.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS.					
1. Assam Bengal	Assam Bengal Railway Company.	(a) Assam-Bengal	3′ 3⅜″	1,132	State.
		(b) Chaparmukh-Silghat	3′ 3⅜″	51	Branch line Company under guarantee terms.
		(c) Katakhal-Lalabazar	3′ 3⅜″	23	Do.
		(d) Mymensingh-Bhairab Bazar.	3′ 3⅜″	100	Branch line Company under guarantee and rebate terms.
2. Bengal and North-Western.	Bengal and North-Western Railway Company.	(a) Mashrak-Thawe	3′ 3⅜″	39	State.
		(b) Tirhoot	3′ 3⅜″	788	Do.
		(c) Bengal and North-Western.	3′ 3⅜″	1,259	Company subsidized by the Government of India.*
3. Bengal Nagpur	Bengal Nagpur Railway Company.	(a) Central India Coalfields.	5′ 6″	54	State.
		(b) Bengal Nagpur	5′ 6″	2,413	Do.
		(c) Purulia-Ranchi	2′ 6″	116	Do.
		(d) Raipur-Dhamtari	2′ 6″	57	Do.
		(e) Satpura	2′ 6″	626	Do.
		(f) Mayurbhanj	2′ 6″	71	Branch line Company under rebate terms.
		(g) Parlakimedi Light	2′ 6″	56	Private body.
4. Bombay, Baroda and Central India.	Bombay, Baroda and Central India Railway Company.	(a) Bombay, Baroda and Central India.	5′ 6″	1,035	State.
		(b) Bombay, Baroda and Central India.	3′ 3⅜″	1,879	Do.
		(c) Bombay, Baroda and Central India.	2′ 6″	72	Do.
		(d) Nagda-Ujjain	5′ 6″	35	Indian State.
		(e) Petlad-Cambay (Anand-Tarapur Section).	5′ 6″	22	Do.
		(f) Petlad Cambay (Tarapur-Cambay Section).	5′ 6″	12	Do.
		(g) Dhrangadra	3′ 3⅜″	40	Do.
		(h) Palanpur State	3′ 3⅜″	17	Do.
		(i) Piplod-Devgad-Baria	2′ 6″	10	Do.
		(j) Rajpipla State	2′ 6″	58	Do.
		(k) Tapti-Valley	5′ 6″	156	Branch line Company under rebate terms.
		(l) Ahmedabad-Paranji	3′ 3⅜″	89	Do.
		(m) Champaner-Shivrajpur-Pani Light.	2′ 6″	31	Do.
		(n) Godhra-Lunavada	2′ 6″	25	Do.
		(o) Nadiad-Kapadvanj	2′ 6″	28	Do.

* Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS—*contd.*					
5. Eastern Bengal	State	(*a*) Eastern Bengal	5′ 6″	846	State.
		(*b*) Eastern Bengal	3′ 3¼″	1,038	Do.
		(*c*) Eastern Bengal	2′ 6″	17	Do.
		(*d*) Cooch Behar State	3′ 3¼″	33	Indian State.
		(*e*) Sara-Sirajganj	5′ 6″	54	Branch line Company under rebate terms.
		(*f*) Khulna-Bagerhat	2′ 6″	20	Do.
6. East Indian	State	(*a*) East Indian	5′ 6″	4,324	State.
		(*b*) Cawnpore-Burhwal link.*	3′ 3¼″	66	Do.
7. Great Indian Peninsula.	State	(*a*) Great Indian Peninsula.	5′ 6″	3,122	State.
		(*b*) Darwha-Pusad	2′ 6″	43	Do.
		(*c*) Bhopal-Itarsi	5′ 6″	57	Jointly owned by State and Indian State.
		(*d*) Bhopal-Ujjain	5′ 6″	113	Indian State.
		(*e*) Bina-Goona-Baran	5′ 6″	147	Do.
		(*f*) Dhond-Baramati	2′ 6″	27	Branch line Company under rebate terms.
		(*g*) Ellichpur-Yeotmal	2′ 6″	118	Do.
		(*h*) Pachora-Jamner	2′ 6″	35	Do.
		(*i*) Pulgaon-Arvi	2′ 6″	22	Do.
8. Jodhpur	Indian State	(*a*) Jodhpur-Hyderabad (British Section).	3′ 3¼″	269	State.
		(*b*) Jodhpur	3′ 3¼″	774	Indian State.
		(*c*) Mirpur Khas-Khadro	3′ 3¼″	49	Company subsidized by the Government of India.†
9. Madras and Southern Mahratta.	Madras and Southern Mahratta Railway Company.	(*a*) Madras and Southern Mahratta.	5′ 6″	1,119	State.
		(*b*) Madras and Southern Mahratta.	3′ 3¼″	1,712	Do.
		(*c*) Alnavar-Dandeli (Provincial).	3′ 3¼″	19	Do.
		(*d*) Kolar Goldfields	5′ 6″	10	Indian State.
		(*e*) Kolhapur State	3′ 3¼″	29	Do.
		(*f*) Sangli State	3′ 3¼″	5	Do.
		(*g*) Tenali-Repalle	5′ 6″	22	District Board.
		(*h*) West of India Portuguese.	3′ 3¼″	51	Foreign Country.
10. Mysore State	Indian State	(*a*) Bangalore-Harihar	3′ 3¼″	210	Indian State.
		(*b*) Hindupur (Yesvantpur-Mysore Frontier).	3′ 3¼″	51	Do.
		(*c*) Mysore	3′ 3¼″	338	Do.
		(*d*) Kolar District	2′ 6″	64	Do.
		(*e*) Tarikere-Narasimharajapura Tramway.	2′ 0″	27	Do.
		(*f*) Bangalore-Chik Ballapur Light.	2′ 6″	39	Company guaranteed by Indian State.
11. Nizam's State	Nizam's State Railway.	(*a*) Bezwada Extension	5′ 6″	21	State.
		(*b*) Dronachellam (Dhone)-Kurnool-British Frontier.	3′ 3¼″	37	Do.
		(*c*) Nizam's State	5′ 6″	666	Indian State.
		(*d*) Nizam's State	3′ 3¼″	636	Do.

* Under running power agreement, the B. and N.-W. Railway Company run and haul their trains and traffic over this line.

† Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS—*concld.*					
12. North Western .	State . . .	(*a*) North Western .	5′ 6″	5,651*	State.
		(*b*) Kalka-Simla . .	2′ 6″	60	Do.
		(*c*) Kangra-Valley .	2′ 6″	33	Do.
		(*d*) Kohat-Thal . .	2′ 6″	62	Do.
		(*e*) Mari-Indus Kalabagh-Bannu and Laki-Pezu-Tank-Manzai.	2′ 6″	157	Do.
		(*f*) Zhob Valley (Fort Sandeman Khanai).	2′ 6″	174	Do.
		(*g*) Bahawalnagar Fort-Abbas-Kut-al-Imara.	5′ 6″	151	Indian State.
		(*h*) Jammu and Kashmir (Indian State Section).	5′ 6″	16	Do.
		(*i*) Jind-Panipat (Indian State Section).	5′ 6″	26	Do.
		(*j*) Khanpur-Chachran .	5′ 6″	22	Do.
		(*k*) Ludhiana-Dhuri Jakhal.	5′ 6″	79	Do.
		(*l*) Rajpura-Bhatinda .	5′ 6″	108	Do.
		(*m*) Sirhind-Rupar .	5′ 6″	31	Do.
		(*n*) Hoshiarpur-Doab (Jullundur Mukerian).	5′ 6″	45	Branch line Company under rebate terms.
		(*o*) Hoshiarpur-Doab (Phagwara-Rahon).	5′ 6″	46	Do.
		(*p*) Mandra-Bhaun .	5′ 6″	47	Do.
		(*q*) Sialkot Narowal .	5′ 6″	39	Do.
		(*r*) Jacobabad-Kashmor.	2′ 6″	76	Do.
		(*s*) Larkana-Jacobabad .	2′ 6″	53	Do.
13. Rohilkund and Kumaon.	Rohilkund and Kumaon Railway Company.	(*a*) Lucknow-Bareilly .	3′ 3½″	311	State.
		(*b*) Rohilkund and Kumaon.	3′ 3½″	259	Company subsidized by the Government of India.§
14. South Indian . .	South Indian Railway Company.	(*a*) South Indian . .	5′ 6″	600	State.
		(*b*) South Indian . .	3′ 3½″	1,506	Do.
		(*c*) Nilgiri . . .	3′ 3½″	29	Do.
		(*d*) Travancore (British Section including Shencottah-Quilon Section).	3′ 3½″	108	Do.
		(*e*) Morappur-Hosur .	2′ 6″	73	Do.
		(*f*) Tirupattur-Krishnagiri.	2′ 6″	26	Do.
		(*g*) Shoranur-Cochin .	5′ 6″	65	Indian State.
		(*h*) Travancore (Indian State Section).	3′ 3½″	40	Do.
		(*i*) Podanur-Pollachi .	3′ 3½″	25	District Board.
		(*j*) Tinnevelly-Tiruchendur.	3′ 3½″	38	Do.
		(*k*) Peralam-Karaikkal .	3′ 3½″	15	Foreign Country.
		(*l*) Pondicherry . .	3′ 3½″	8	Do.
CLASS II RAILWAYS.					
1. Barsi Light . .	Barsi Light Railway Company.	Barsi Light . . .	2′ 6″	203	Company subsidized by the Government of India and Indian State.†
2. Bengal Dooars . .	Bengal-Dooars Railway Company.	(*a*) Bengal Dooars .	3′ 3½″	40	‖ Company subsidized by the Govt. and by District Board.
		(*b*) Bengal Dooars Extensions.	3′ 3½″	121	Company subsidized by the Government of India.‡
3. Bhavnagar State .	Indian State . .	Bhavnagar State . .	3′ 3½″	307	Indian State.
4. Bikaner State . .	Do. . .	Bikaner State . .	3′ 3½″	852	Do.

* Includes 48 miles of Shahdara-Narowal guaranteed by Punjab Government.
† Receives land only from Government and Indian State.
‡ Receives land only from Government.
§ Receives land only from Government. The guarantee of interest and subsidy ceased from 1st January 1885 and 31st December 1894 respectively.
‖ Land for the original line is provided by the Government free of cost.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route mileage.	Owned by
1	2	3	4	5	6
CLASS II RAILWAYS—*concld.*					
5. Darjeeling Himalayan	Darjeeling Himalayan Railway Company.	(*a*) Darjeeling Himalayan.	2′ 0″	51	Company subsidized by Government.
		(*b*) Darjeeling Himalayan Extensions.	2′ 0″	95	Branch line Company under rebate terms.
6. Dibru-Sadiya .	Assam Railways and Trading Company.	(*a*) Dibru-Sadiya . .	3′ 3⅜″	86	Company subsidized by Government.*
		(*b*) Ledo and Tikak-Margherita Colliery.	3′ 3⅜″	5	Unassisted Company.
7. Gaekwar's Baroda State.	Indian State . .	(*a*) Gaekwar's Baroda State.	3′ 3⅜″	255	Indian State.
		(*b*) Khijadiya Dhari	3′ 3⅜″	37	Do.
		(*c*) Prachi Road Kodinar	3′ 3⅜″	16	Do.
		(*d*) Bodeli Chhota Udaipur.	2′ 6″	23	Do.
		(*e*) Gaekwar's Baroda State.	2′ 6″	333	Do.
8. Gondal . . .	Do. . . .	(*a*) Gondal . . .	3′ 3⅜″	126	Do.
		(*b*) Jetalsar-Rajkot .	3′ 3⅜″	46	Do.
		(*c*) Porbandar State .	3′ 3⅜″	41	Do.
9. Jaipur State . .	Do. . . .	Jaipur State . .	3′ 3⅜″	216	Do.
10. Jamnagar and Dwarka	Jamnagar and Dwarka Railway Company.	(*a*) Jamnagar . .	3′ 3⅜″	60	Do.
		(*b*) Okhamandal . .	3′ 3⅜″	37	Do.
		(*c*) Jamnagar-Dwarka .	3′ 3⅜″	75	Branch line Company under guarantee and rebate terms.†
11. Junagad State . .	Indian State . .	Junagad State . .	3′ 3⅜″	229	Indian State.
12. Morvi . . .	Do. . . .	Morvi . . .	3′ 3⅜″	132	Do.
13. Shahdara (Delhi) Saharanpur Light.	Shahdara (Delhi) Saharanpur Light Railway Company.	Shahdara (Delhi) Saharanpur Light.	2′ 6″	93	Company subsidized by Government.‡
CLASS III RAILWAYS.					
1. Ahmadpur-Katwa .	Ahmadpur-Katwa Railway Company.	Ahmadpur-Katwa .	2′ 6″	32	Branch line Company under guarantee terms.
2. Arrah-Sasaram Light	Arrah-Sasaram Light Railway Company.	Arrah-Sasaram Light .	2′ 6″	65	Company subsidized by District Board.
3. Bankura-Damoodar River.	Bankura-Damoodar River Railway Company.	Bankura-Damoodar River.	2′ 6″	60	Branch line Company under guarantee terms.
4. Baraset-Basirhat Light.	Baraset-Basirhat Railway Company.	Baraset-Basirhat Light .	2′ 6″	52	Company subsidized by District Board.
5. Bengal Provincial .	Bengal Provincial Railway Company.	(*a*) Bengal Provincial .	2′ 6″	33	Unassisted Company.
		(*b*) Dasghara-Jamalpurgunj.	2′ 6″	8	Branch line Company under guarantee terms.
6. Bukhtiarpur-Bihar Light.	Bukhtiarpur-Bihar Light Railway Company.	Bukhtiarpur-Bihar Light	2′ 6″	33	Company subsidized by District Board.
7. Burdwan-Katwa .	Burdwan-Katwa Railway Company.	Burdwan-Katwa . .	2′ 6″	33	Branch line Company under guarantee terms.
8. Cutch State .	Indian State . .	Cutch State . . .	2′ 6″	72	Indian State.
9. Dehri-Rohtas Light .	Dehri-Rohtas Light Railway Company.	Dehri-Rohtas Light .	2′ 6″	26	Company subsidized by District Board.
10. Dholpur State . .	Indian State . .	Dholpur State . .	2′ 6″	56	Indian State.

* Subsidy from Assam Government ceased with effect from 1920-21; receives land only from Government.
† Financed on rebate terms given by the Jamnagar Durbar.
‡ Receives only land from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route mileage.	Owned by
1	2	3	4	5	6
CLASS III RAILWAYS—*concld.*					
11. Futwah-Islampur .	Futwah-Islampur Light Railway Company.	Futwah-Islampur . .	2′ 6″	27	Branch line Company under guarantee terms.
12. Gwalior Light . .	Indian State . .	Gwalior Light . .	2′ 0″	295	Indian State.
13. Howrah-Amta Light .	Howrah-Amta Light Railway Company.	Howrah-Amta Light .	2′ 0″	44	Company subsidized by District Board.
14. Howrah-Sheakhala Light.	Howrah-Sheakhala Light Railway Company.	Howrah-Sheakhala Light	2′ 0″	20	Do.
15. Jagadhri Light .	Jagadhri Light Railway Company.	Jagadhri Light . .	2′ 0″	3	Unassisted Company.
16. Jorhat . . .	River Steam Navigation Company and India General Navigation and Railway Company.	Jorhat . . .	2′ 0″	32	State.
17. Kalighat-Falta .	Kalighat-Falta Railway Company.	Kalighat-Falta . . .	2′ 6″	26	Branch line Company under guarantee terms.
18. Kulasekarapatnam Light.†	East India Distilleries and Sugar Factories.	Kulasekarapatnam Light	2′ 0″	27	Unassisted Company.
19. Matheran Light .	Matheran Steam Tramway Company.	Matheran Light .	2′ 0″	13	Company subsidized by the Government of India. *
20. Tezpore-Balipara Light.	Tezpore-Balipara Steam Tramway Company.	Tezpore-Balipara Light .	2′ 6″	20	Company subsidized by District Board.
21. Udaipur-Chitorgarh (now Mewar State).	Indian State . .	Udaipur-Chitorgarh .	3′ 3⅜″	146	Indian State.

* Receives land and rebate from Government.
† Closed for traffic from 4th February 1940.

APPENDIX B.

Resolution regarding the separation of Railway from General Finances, adopted by the Legislative Assembly on the 20th September 1924.

"This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways—

(1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.

(2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

(3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.

(4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.

(5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.

(6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight elected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of the railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

(7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of Railways shall then make a general statement on railway accounts and working. The expenditure proposed in the railway budget, including expenditure from the depreciation fund and

the railway reserve, shall be placed before the Legislative Assembly in the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

(8) These arrangements shall be subjected to periodic revision but shall be provisionally tried for at least three years.

(9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed Railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

(i) that the railway services should be rapidly Indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and

(ii) that the purchases of stores for the State Railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India."

APPENDIX C.

Office of the Railway Department (Railway Board) and attached offices on 31st March 1940.

The Hon'ble Sir Andrew Clow, C.S.I., C.I.E., I.C.S., Member of Council of the Governor General.

Railway Board.

The Hon'ble Sir Guthrie Russell, K.C.I.E.	Chief Commissioner of Railways.
Mr. B. M. Staig, C.S.I., I.C.S.	Financial Commissioner of Railways.
Mr. J. H. F. Raper	Member.
Khan Bahadur Muzaffar Hussain	Member.
Mr. T. S. Sankara Aiyar, C.I.E.	Director, Finance.
Mr. E. Ingoldby, A.M.I.C.E., M.I.L.E.	Director, Mechanical Engineering.
Mr. S. E. L. West, O.B.E., V.D.	Director, Traffic (*Offg.*).
Lt.-Col. H. W. Wagstaff, M.C., R.E.	Director, Establishment.
Mr. A. M. Sims	Director, Civil Engineering (*Offg.*).
Mr. A. C. Griffin, O.B.E.	Secretary.
Mr. Yaqub Shah	Deputy Director, Finance.
Mr. J. D. Michael	Deputy Director, Establishment.
Mr. J. W. C. Holt	Deputy Director, Traffic (Transportation) (Temporary).
Mr. T. G. Creighton	Deputy Director, Mechanical (Stores) (Temporary).
Mr. A. K. Basu	Deputy Director, Traffic (Commercial).
Mr. H. M. Jagtiani	Deputy Director, Traffic (General) (Temporary).
Mr. N. C. Watney	Deputy Director, Mechanical Engineering (*Offg.*).
Khan Bahadur K. Ubaidullah	Assistant Director, Finance (Temporary).
Mr. E. C. Rundlett	Assistant Secretary.

Attached Officers.

Mr. D. Stewart, O.B.E.	Joint Timber Advisory Officer, Railway and Defence Departments.
Mr. K. C. Srinivasan	Officer on Special Duty with the Railway Board.

Attached Offices.

(Central Standards Office.)

Mr. J. M. D. Wrench, C.I.E.	Chief Controller of Standardization.
Mr. W. Hood	Deputy Chief Controller (Civil).
Mr. J. Humphries	Deputy Chief Controller (Mechanical).
Mr. W. A. Nightingale	Assistant Chief Controller (Mechanical).
Mr. S. L. Kumar	Assistant Chief Controller (Civil).
Mr. P. S. Venkataraman	Assistant Chief Controller (Specifications and Records).
Mr. W. E. Gelson	Officer on Special Duty.
Mr. E. A. Blackwood	Officer on Special Duty.

Central Publicity Bureau.

Mr. G. T. Tait	Central Publicity Officer, Indian State Railways.
Mr. P. W. Sullivan	Assistant Publicity Officer, Indian State Railways.

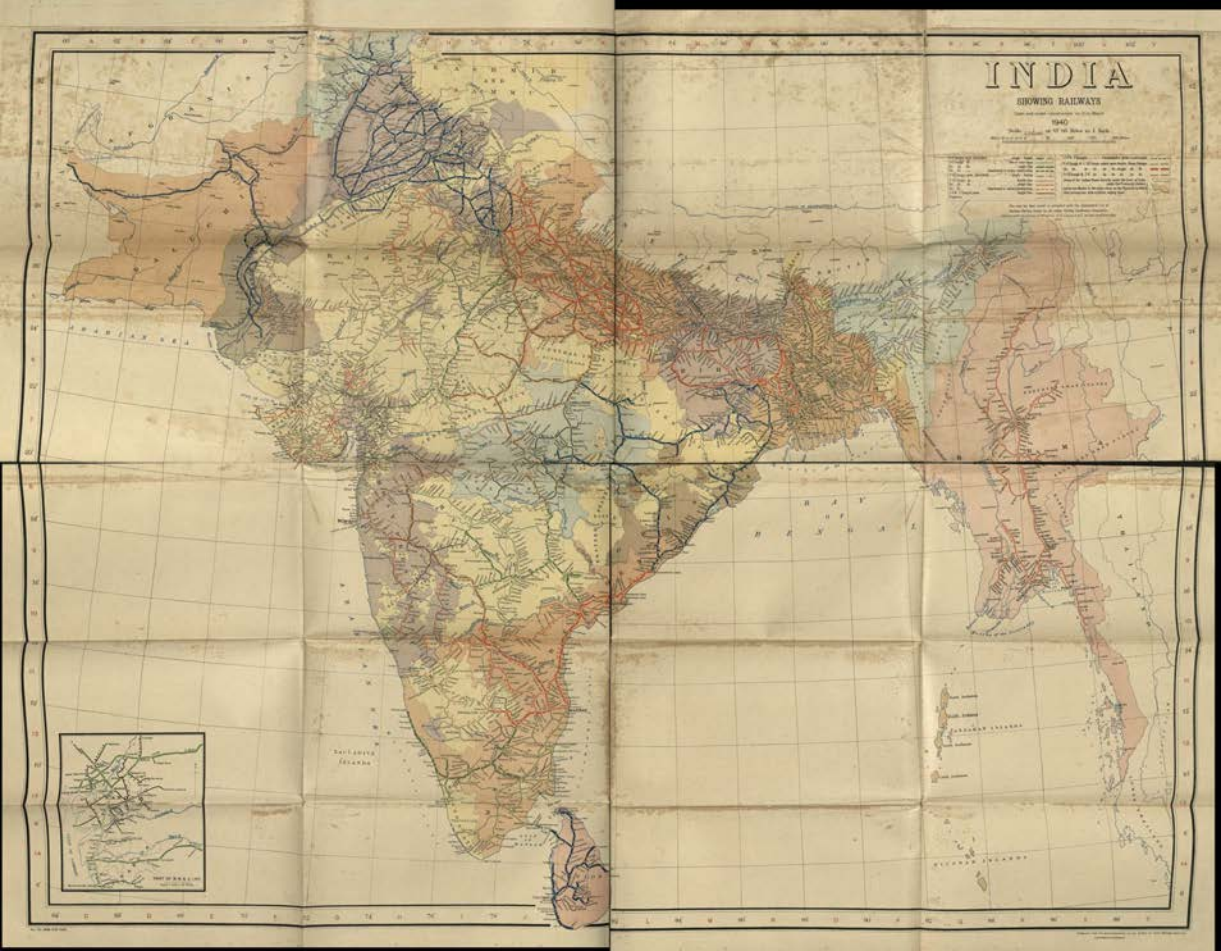
Overseas Bureau.

Mr. A. E. Tylden Pattenson	Manager, Indian Railways Bureau, London.

Office of the Controller of Railway Accounts.

Mr. D. Colin Campbell	Controller of Railway Accounts.
Mr. R. V. Ramchandani	Deputy Controller of Railway Accounts.

MGIPC—L—X-18(PD)—11-2-41—960.


INDIA
SHOWING RAILWAYS
1940
ARABIAN SEA
BAY OF BENGAL

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1939—40

Volume II—Statistics

PUBLISHED BY THE MANAGER OF PUBLICATIONS, DELHI
PRINTED BY THE MANAGER, GOVERNMENT OF INDIA PRESS, SIMLA
1941

List of Agents in India and Burma from whom Government of India Publications are available.

ABBOTTABAD—English Book Store.

AGRA—
English Book Depot, Taj Road.
Indian Army Book Depot, Dayalbagh.
National Book House, Jeonamandi.

AHMEDABAD—
Chandrakant Chimanlall Vora.
H. L. College of Commerce, Co-operative Store Ltd.

AJMER—Banthiya & Co., Ltd., Station Road.

ALIGARH—Rama Book Depot, Serai Hussain.

ALLAHABAD—
Kitabistan, 17-A, City Road.
Ram Narain Lal, 1, Bank Road.
Superintendent, Printing and Stationery, U. P.
Wheeler & Co., Messrs. A. H.

BARODA—Parikh & Co., Messrs. B.

BILASPUR—Subhan. Mr. M. A., Bookseller & Publisher.

BOMBAY—
Bombay Book Depot, Charni Road, Girgaon.
Joshi, Mr. V. G., News Agent, Devgad Baria, *Via* Piplod.
New Book Co., Kitab Mahal, 188-90, Hornby Road.
Popular Book Depot, Grant Road.
Shri Samarth Book Depot, Ramchandra Buildings, Near Portuguese Church, Girgaon.
Superintendent, Govt. Printing & Stationery, Queen's Road.
Taraporevala Sons & Co., Messrs. D. B.
Thacker & Co., Ltd.
Tripathi & Co., Messrs. N. M., Princess Street, Kalbadevi Road.
Wheeler & Co., Messrs. A. H.

CALCUTTA—
Book Company.
Chatterjee & Co., 3 Bacharam Chatterjee Lane.
Chukervartty, Chatterjee & Co., Ltd., 13, College Square.
Das Gupta & Co., 54/3 College Street.
Hindu Library, 137-F-Balaram De Street.
Lahiri & Co., Ltd., Messrs. S. K.
Macmillen & Co., Ltd., 294, Bow Bazar Street.
Newman & Co., Ltd., Messrs. W.
Roy Chowdhury & Co., Messrs. N. M., 72, Harrison Road.
Sarcar & Sons, Messrs. M. C., 15 College Square.
Sarkar & Sons, Ltd., Messrs. S. C., 1-1-1c., College Square.
Standard Law Book Society, 79/1, Harrison Road.
Thacker, Spink & Co. (1933), Ltd.
Wheeler & Co., Msesrs. A. H.

CAWNPORE—
Advani & Co., P. O. Box No. 100.
Standard Book Depot, The Mall.

CUTTACK—Press Officer, Orissa Secretariat.

DEHRADUN—Ideal Book Depot, Rajpur Road.

DELHI—
Imperial Book Depot and Press, Near Jama Masjid (Machhliwalan).
Indian Army Book Depot, Daryaganj.
Jaina & Bros., Messrs. J. M., Morigate.
Oxford Book and Stationery Co.
Pioneer Book Supply Co., 219, Cloth Market.
Sharda Mandir, Ltd., Nai Sarak.
Young Man & Co. (Regd.), Egerton Road.

DERAKOTTAH—Rajaji Press Ltd.

DHARWAR.—Karnataka Sahitya Mandir, Publishers and Direct Importers.

DUM DUM CANTT.—Bengal Flying Club.†

FEROZEPUR—English Book Depot.

GWALIOR—Jain & Bros., Messrs. M. B., Sarafa Road.

HYDERABAD (DECCAN)—Hyderabad Book Depot, Chaderghat.

JAIPUR CITY—Goyal & Goyal, Publishers & Booksellers.

JODHPUR—Mathur & Co., Messrs. B. S., Chatter Vilas, Paota, Civil Lines.

JUBBULPORE—C. P. Circulating Library and Book Depot, Civil East Street, Cantonment.

KARACHI—
Aero Stores.
English Bookstall.
Standard Bookstall.

KARACHI (SADAR)—
Manager, Sind Government Book Depot and Record office.

KARAIKUNDI—Rajaji Press Ltd.

KASHMIR—Rainas News Agency, The Bund, Sri Nagar.

KOLHAPUR—International Bookstall, Market.

LAHORE—
Eastern Publishing and Stationery, Ltd., 10, Chamberlain Road.
Imperial Publishing Coy.
Kansil & Co., Messrs. N. C. 9, Commercial Buildings, The Mall.
Malhotra & Co., Messrs. U. P., Post Box No. 94.
Minerva Book Shop, Anarkali Street.
Modern Times, Moheni Road.
Punjab Religious Book Society.
Punjab Sanskrit Book Depot.
Rama Krishna & Sons, Anarkali.
Standard Book Depot.
Superintendent, Govt. Printing, Punjab.
Times Book Depot, Mohan Lal Road.
University Book Agency, Kacheri Road.

LUCKNOW—
Lucknow Publishing House.
Upper India Publishing House, Ltd., Literature Palace, Aminuddaula Park.

LYALLPORE—Lyall Book Depot.

MADRAS—
Company Law Institute, Thyagarayanagar.*
Higginbothams.
Little Flower & Co., 44, Lingha Chetty Street, G. T.
Superintendent, Govt. Press, Mount Road.
Varadachary & Co., Messrs. P.

MEERUT—
Ideal Book Depot, Big Bazar.
Parakash Educational Stores, Near Tehsil.

MOGA—Army Musketry Stores.

NAGAPATAM—Venkataraman, Mr. B.

NAGPUR—
Chiney & Sons, Booksellers, etc., Dhantoli.
Superintendent, Govt. Printing, Central Provinces.

NEW DELHI—
Bhawnani & Sons.
Delhi and U. P. Flying Club Ltd.†
Idandas Book Co., Connaught Circus (opposite Scindia House).
Jaina & Bros., Messrs. J. M., Connaught Place.
Ramesh Book Depot & Stationery Mart, Connaught Place.
Saraswati Book Depot, 15, Lady Hardinge Road.

PATNA—
Superintendent, Government Printing, Bihar, P. O. Gulzarbagh.
Verma's Cambridge Book Depot.

PATNA CITY—
Agarwala & Co., Messrs. J. N. P., Padri-ki-Haveli.
Raghunath Prasad & Sons.

PESHAWAR—
British Stationery Mart.
London Book Co. (India), Arbab Road.
Manager, Govt. Printing & Stationery, N.-W. F. P.

PESHAWAR CANTT.—Faqir Chand Marwah.

POONA—
Dastane Bros. Home Service, 456, Rawiwar Peth.
International Book Service.
Ram Krishna Bros. Opposite Bishram Bagh.

QUETTA—Standard Bookstall.

QUILON—Associated News Agency, Big Bazar.

RAJKOT—Mohanlal Dossabhai Shah.

RANGOON—Burma Book Club Ltd.

RAWALPINDI—Ray & Sons, Messrs. J. 43, K. & L. Edwardes Road.

RAZMAK—Tara & Sons, Messrs. B. S.

SHILLONG—Superintendent, Assam Secretariat Press.

SIALKOT CANTT.—Modern Book Depot, Bazar Road.

SIALKOT CITY—Buckingham & Co., Booksellers & Stationers, Greenwood Street.

TRICHINOPOLY FORT—Krishnaswami & Co., Messrs. S. Teppakulam.

TRIVANDRUM—Booklovers' Resort, Tailkad.

VELLORE—Venkatasubban, Mr. A., Law Bookseller.

* Agent for Income-tax, Law and allied Publications only.
†Agents for Publications on Aviation only.

Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 6-10-0 or 10*s.* 6*d*, Volume II, Rs. 6-6-0 or 10*s.* [1938-39].

(2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3*s.*

(3) History of Indian Railways, constructed and in progress corrected up to 31st March, 1939. Published sexennially. Price Rs. 4-10-0 or 7*s.* 3*d.*

(4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20-0-0 or 31*s.* corrected up to 1st July 1939.

TECHNICAL PAPERS.

(5) Over 306 papers have been published by the Technical Section of the Railway Board's Office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.		*Name.*	*Author.*
No.	72	The design of well foundations for bridges	(Compiled.)
,,	148	Statistics of Railway working expenditure	G. DEUCHARS.
,,	153	River training and control on the guide bank system	F. J. E. SPRING.
,,	215	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
,,	219	Technical education in relation to railways in America	H. L. COLE.
,,	239	The Central Control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
,,	242	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
,,	243	How to judge the prospects of new railways	LT.-COL. L. E. HOPKINS.
,,	244	Sleeper spacing and the effect of the new Permissible Axle-loads	A. F. HARVEY.
,,	245	Report of the Indian Railway Bridge Committee on track stresses.	
,,	247	1st and 2nd interim reports of the Indian Railway Bridge Committee on Impact and revision of the Bridge rules.	
,,	249	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
,,	250	Axle-loads, Wheel Diameter and railheads dimensions.	
,,	251	A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)	
,,		Description of the planning, Progress, Coaling and Engine Repair, Schedule System introduced on the G. I. P. Railway Loco. Shops at Parel	F. G. S. MARTIN.
,,	256	Notes on the preparation of railway projects	H. L. GLASS.
,,	259	The estimation of Passenger earnings on new projects	A. LINES.
,,	261	Tube wells on the N. W. Railway, 1925-27	J. WARDON.
,,	262	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927	A. I. SLIEGH.
,,	263	Note on composite Index numbers of Indian Railways	W. G. BARNETT.
,,	264	Memorandum on Traffic Surveys	R. N. NICOLLS.
,,	266	Principles of the Absolute Block System, 1929	L. H. KIRKNESS.
,,	267	Flood-Lighting, 1929	H. J. MULLENEUX.
,,	271	Antiseptic treatment of Pinus Longifolia (Chir) for Railway Sleepers	KAMESAM.
,,	272	The Stereographic Survey of the Shaksgam	MAJOR KENNETH MASON. (Reprint)
,,	273	A Schedule system for the Control of Operations in Workshops, 1929	H. H. SAUNDERS.
,,	275	An Enquiry into the Preparation of Periodic Financial Returns on the Railways of Great Britain, Egypt and Palestine, 1929	MAJOR WAGSTAFF.
,,	276	Investigation into the Strength of Rail Joints	H. HOWE AND L. H. SWAIN.
,,	277	Description of the Cost Accounting Scheme introduced in the Locomotive Workshops at Moghalpura	A. E. HOWELL.
,,	278	Notes on Tube Railway Construction	H. G. SALMOND.
,,	279	Report on Track Practice on American and Canadian Railways	A. F. HARVEY,
,,	280	The Installation of a Production system in the Locomotive Workshops at Moghalpura	A. E. HOWELL.

Technical paper.		*Name.*	*Author.*
No.	281	The Belt System of Repairs introduced in the Loco. Workshops at Kancharapara	R. DE VERA IRWIN & J. R. POTTER.
„	282	Note on " Fridera " a composition for reconditioning abraised spike holes in Railway Sleepers	S. KRISHNA & T. P. GHOSE.
„	283	Description of a system introduced in the Stores Department of E. I. Railway with appendices	F. G. S. MARTIN AND A. R. A. HARE DUKE.
„	284	Notes on progressive system of wagon repairs as introduced in N. W. R. Workshops at Moghalpura	B. S. SINDHU.
„	285	Notes on the methods by which the provisions in the English Railway Act of 1921 were framed both from the points of view of the Railway Coys. and of the compilers of the Act	E. A. SIMS.
„	286	Stresses in Fishplates for 90 lbs. Rails (with conclusions affecting the design of standard rail and fish plate sections)	A. M. SIMS.
„	287	Report on Oil Burners and Wicks for Signal Lamps	H. E. COX.
„	288	G. I. P. Railway Dynamometer Car, Report No. 11, Train Resistance	C. W. CLARKE.
„	289	The Hump Yard in India	MAJOR H. W. WAGSTAFF.
„	290	The Indian Railway Rates' Structure. The case for its simplification. Its existing shortcomings and suggested principles as a basis for its revision	A. W. BECKETT.
„	291	Controlled Concrete	A. W. CRIPS VILLIERS.
„	292	Hints on the Construction of a Railway in the plains with special reference to Bengal	K. B. RAY.
„	293	Simplified Design of Masonry Arch by Elastic Theory	A. VASUDEVAN.
„	294	Frame Arch Spans for Railway Loadings	H. J. NICHOLAS.
„	295	The Hallade Track Recorder and Hints on the Maintenance of Curves	REPRINT.
„	296	Paint Flaking on Railway Carriages	H. M. R. MORSE.
„	297	The Maximum Length of Rails as affected by the range of temperature and the design of Rail-Joints	A. M. SIMS.
„	298	Cost Accounting in English and Indian Railway Workshops	S. V. IYER.
„	299	The determination of the permissible speeds on Curves	E. PROCTER.
„	300	Report on investigation into modern methods of introducing Transition Curves economically into existing lines of Railway.	R. H. MARTIN.
„	301	Note on Reconditioning of Curves	R. STRICK.
„	302	The Coach Painters Handbook and Guide	T. VILLIERS.
„	303	Wear of Rails on curves and check rails clearances required on curves of 4° and sharper.	A. M. SIMS.
„	304	Description of the method of Locomotive Repair as carried out in the Kharagpur Workshops of the Bengal Nagpur Railway	L.G. BAILEY, M.I.L.E.
„	305	Primary Stresses in Railway Tracks	W.E. GELSON, M.I.C.E.
„	306	Creosoted Wooden Railway Sleepers (Ties) in India and elsewhere	C.W. SCOTT, O.B.E., D.F.C., B. Sc., I.F.S.

The prices of the papers vary from annas three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Delhi.

INTRODUCTORY NOTE.

1. For the information of those who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems are classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

4. Certain staff statements which used to appear as Appendices F, G I and G II to Volume I of the Report have been, with effect from this year, incorporated in this Volume as Appendices C—IV (*a*) & (*b*) and C—V (*a*) & (*b*).

CONTENTS.

SECTION A.—*Summaries.*

PAGE.

I.—Net Revenue Receipts of State-owned Railways for the years 1938-39 and 1939-40 and the percentage of those figures on the Capital at Charge on the 31st March, also the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts 2

II-A.—Capital at Charge of State-owned Railways on the 31st March 1939 and 1940. . 3

II-B.—Capital outlay to end of the years 1938-39 and 1939-40 of other than State-owned Railways 4–5

III.—Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1938-39 and 1939-40 6

IV.—Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1938-39 and 1939-40 7

V.—$\frac{\text{Capital at Charge}}{\text{Capital Outlay}}$, Revenue Earnings and Expenses of Railways by Classes for the years 1938-39 and 1939-40 7

VI.—$\frac{\text{Capital at Charge}}{\text{Capital Outlay}}$, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1938-39 and 1939-40 . . 8

VII.—Mileage of Railways as on 31st March 1940 9

VIII.—Rolling Stock in Service on 31st March 1940 10–11

IX.—Net Additions to or Reductions in Rolling Stock during the year 1939-40 . . 10–11

X.—Passenger and Goods Revenue Statistics for the years 1938-39 and 1939-40 . . . 12–13

XI.—Revenue Earnings and Expenses rated against selected units, separately for Railways, by Classes I, II and III, and also by Gauges for the years 1938-39 and 1939-40 14

XII.—Train and Engine Mileage pertaining to steam and electric locomotives for the years 1938-39 and 1939-40 15

XIII.—Selected Operating Statistics of Class I Railways by Gauges for the year ended 31st March 1940 16–19

SECTION B.—*Statements.*

1.—Net Revenue Receipts of State-owned Railways for the year 1939-40 and the percentage of those figures on the Capital at Charge, on 31st March 1940, also the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts 22–23

2 (*a*).—Capital at Charge of State-owned Railways on the 31st March 1940 . . . 24–27

2 (*b*).—Capital Outlay to the end of the year 1939-40 of other than State-owned Railways 28–39

3.— Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1939-40 40–41

4.—Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1939-40 42

Statements—contd.

PAGE.

5.—$\frac{\text{Capital at Charge}}{\text{Capital Outlay}}$, Revenue Earnings and Expenses for the years 1938-39 and 1939-40. 43–47

6.—Gross Earnings of each Railway System for the years 1938-39 and 1939-40, separately under Coaching, Goods, Miscellaneous and Total 48–50

7.—Working Expenses of each Railway System for the years 1938-39 and 1939-40, by Abstracts 52–61

8.—Mileage Statement for the year 1939-40 62–77

9.—Mean mileage worked, numbers of stations and gradients on Class I Railways during the year 1939-40 78

10.—Rolling stock in Service on Class I Railways on the 31st March 1940 . . . 79–88

11.—Net Additions to or Reductions in Rolling Stock on Class I Railways during the year 1939-40 90–91

12.—Passenger Revenue Statistics of Class I Railways for the years 1938-39 and 1939-40—Passengers originating and carried, passengers miles, average distance carried, average rate charged by classes and earning by classes 92–99

13.—Goods Revenue Statistics of Class I Railways for the years 1938-39 and 1939-40—Tons originating and carried for principal commodities, Net ton miles, average lead for principal commodities and average rate charged 100–111

14.—Revenue Earnings and Expenses of Class I Railways rated against selected units for the years 1938-39 and 1939-40 ; *e.g.*, gross earnings, and working expenses per mean mile worked and per train mile 112–115

15.—Results of Working of Class I Railways for the years 1938-39 and 1939-40—Coaching and Goods earnings per train mile and cost of haulage, etc. 116-117

16.—Ton Mileage pertaining to steam and electric locomotives on Class I Railways for the years 1938-39 and 1939-40 118–119

17.—Train and Engine Mileage pertaining to steam and electric locomotives on Class I Railways for the years 1938-39 and 1939-40 120–125

18.—Engine Hours pertaining to steam and electric locomotives on Class I Railways for the years 1938-39 and 1939-40 126–129

19.—Vehicle and Wagon miles (in terms of 4 wheelers) relating to trains hauled by steam and electric locomotives on Class I Railways for the years 1938-39 and 1939-40 . 130–133

20.—Speed of Goods Trains (excluding Departmental) hauled by steam and electric locomotives on Class I Railways for the years 1938-39 and 1939-40 . . . 134

21.—Shunting and Light running on Class I Railways for the years 1938-39 and 1939-40 135

22.—Engine Usage on Class I Railways for the years 1938-39 and 1939-40—Average number of engines used daily on various services, Engine miles per day per engine employed on various services and Net ton miles per locomotive day . . . 136–139

23.—Loads of Trains of Class I Railways for the years 1938-39 and 1939-40 . . . 140–141

24.—Vehicles and Wagons—Number of and their Usage on Class I Railways for the years 1938-39 and 1939-40 142–143

25.—Density of Traffic on Class I Railways for the years 1938-39 and 1939-40 . . 144–145

26 (*a*).—Repairs of Rolling Stock pertaining to steam and electric locomotive services of Class I Railways for the years 1938-39 and 1939-40—Average number and percentage under repairs or awaiting repairs daily 146–149

26 (*b*).—Cost of Repairs and Maintenance of Rolling Stock of Class I Railways for the year 1939-40 150–151

27 (*a*).—Coal Consumed and average Cost per ton on Class I Railways for the years 1938-39 and 1939-40 152–157

27 (*b*).—Coal Consumption by various Services on Class I Railways for the years 1938-39 and 1939-40 158–159

28.—Efficiency Statistics of Class I Railways for the years 1938-39 and 1939-40—Wagon miles, Net ton miles and Gross ton miles per engine hour 160

29.—Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1939-40 162–176

30.—Analysis of Operating Expenses of Class I Railways for the year 1939-40 . . . 178–216

Statements—concld.

PAGE.

31.—Oil Consumption on Class I Railways during the years 1938-39 and 1939-40 . .217–218

32.—Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1938-39 and 1939-40 219–222

33.—Rail Car (Steam propelled and Internal combustion engine propelled) performance on Class I Railways during the years 1938-39 and 1939-40 223

34.—Rolling Stock in Service on Class II and III Railways on the 31st March 1940 . . 224–225

35.—Net additions to or Reductions in Rolling Stock on Class II and III Railways during the year 1939-40 226

36.—Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1938-39 and 1939-40. Passengers/Tons—originating and carried, passenger miles, Net ton miles, average distance carried and average rate charged . . 228–233

37.—Engine miles and Coal Consumption of Class II and III Railways for the years 1938-39 and 1939-40 234–238

Appendices—

A.—Value of Stores purchased by Class I Railways (excluding Jodhpur, Mysore State and H. E. H. the Nizam's State Railways) during the year 1939-40 240–243

B.—Details of Working of Company or State Collieries for the years 1937-38 to 1939-40 . 244–245

C.-I.—Statement showing number of servants of all races employed on each Railway System (open lines only) and in the Railway Board and other Railway Offices at the close of the years 1938-39 and 1939-40 246–247

C.-II.—Statement showing the number of servants of all races employed on Class I Railways—Open line and Construction—(excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1938-39 and 1939-40. 248

C.-III.—Statement showing the total number and cost of Gazetted and non-Gazetted staff under selected categories (Open line and Construction) employed on Class I Railways (excluding Jodhpur, H. E. H. the Nizam's State and Mysore State Railways), as on the 31st March 1939 and 31st March 1940 250–256

C.-IV.—Statement of—

(*a*) Gazetted Officers, and 257–261

(*b*) Senior subordinates 262–267

C.-V.—Statements of appointments created and vacancies filled—

(*a*) Gazetted Officers 268–271

(*b*) Subordinates 272–273

D.—Statements of Accidents during 1939-40 274–329

E.—Rolling Stock fitted with Automatic brakes, vehicles lighted by gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1940 330–331

F.—Statement showing the cost of the Police Force employed on Railways during 1939-40 332

G.—Errata showing corrections to previous Volumes 333

SECTION A.

SUMMARIES.

H53RB

[*For details, see Statement I, pages 22-23.*]

SUMMARIES.

*I.—Summary of the Net Revenue Receipts of **State-owned** Railways for the years 1938-39 and 1939-40 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.*

NOTE :—Please see note under heading of summary No. II (a).

(*In thousands of rupees.*)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col. 4 × 100 / Col. 3)	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. [difference between columns (4) and (8)].		Percentage of Gain or Loss on Capital at Charge. (Col. 9 or 10 × 100 / Col. 3)
					Payments on account of share of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	*1938-39*	*4,63,73,69*	*17,39,32*	*3·75*	..	*17,76,27*	*17,76,27*	..	*36,95*	*—0·80*
	1939-40	4,65,71,08	18,31,84	3·93	..	17,68,54	17,68,54	63,30	..	0·14
2. State Lines worked by Companies or by Indian States.	*1938-39*	*2,90,14,62*	*12,90,36*	*4·45*	*49,15*	*11,46,99*	*11,96,14*	*94,72*	..	*0·33*
	1939-40	2,91,52,57	14,39,68	4·94	35,37	11,36,11	11,71,48	2,68,20	..	0·92
3. Miscellaneous items	*1938-39*	*1,37,29*	..	..	..	*6,33*	*6,33*	..	*6,33*	*—4·61*
	1939-40	1,37,90	..	..	..	6,23	6,23	..	6,23	—4·52
4. Grand Total	*1938-39*	*7,56,25,60*	*30,30,18*	*4·01*	*49,15*	*29,29,59*	*29,78,74*	*51,44*	..	*0·07*
	1939-40	7,58,61,55	32,71,52	4·31	35,37	29,10,88	29,46,25	3,25,27	..	0·43

* On open lines and on lines wholly or partly under construction (including ferries and suspense).

[*For details, see Statement 2 (a), pages 24—27.*]

II-A.—*Summary of Capital at Charge of State-owned Railways on the 31st March 1939 and 1940.*

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted *into* rupees at the statutory rates of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1s. 6d. to the rupee.

(*In thousands of rupees.*)

Details.	State-owned lines worked by the State.		State-owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1939.	31st March 1940.	*31st March 1939.*	31st March 1940.	*31st March 1939.* (Cols. 2+4.)	31st March 1940. (Cols. 3+5.)
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(a) During the year . .	..	..	..	..	..	..
(b) To end of the year .	*1,16,56,81*	1,16,56,81	*44,52,15*	44,52,15	*1,61,08,96*	1,61,08,96
2. *Capital outlay during the financial year from funds provided by the State :—*						
(a) Works . . .	*12,06*	1,92,11	*88,37*	77,01	*1,00,42*	2,69,12
(b) Rolling-stock . .	*13,33*	54,22	*35,27*	34,28	*49,15*	88,50
(c) General charges . .	*—3,69*	2,15	*1,94*	1,57	*—1,75*	3,72
(d) Stores, etc., not finally charged off in the accounts.	*50,79*	61,07	*34,73*	25,69	*85,52*	86,76
(e) Total	*73,03*	3,09,55	*1,60,31*	1,38,55	*2,33,34*	4,48,10
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(a) Works . . .	*2,38,59,64*	2,39,39,60	*1,62,60,14*	1,63,25,45	*4,01,19,78*	4,02,65,05
(b) Rolling-stock . .	*89,67,42*	90,21,30	*67,42,57*	68,02,04	*1,57,09,99*	1,58,23,34
(c) General charges . .	*12,47,06*	12,49,55	*12,94,80*	12,82,88	*25,41,86*	25,32,43
(d) Stores, etc., not finally charged off in the accounts.	*6,42,76*	7,03,82	*4,02,25*	4,27,95	*10,45,01*	11,31,77
(e) Total . . .	*3,47,16,88*	3,49,14,27	*2,46,99,76*	2,48,38,32	*5,94,16,64*	5,97,52,59
4. *Total Capital at Charge at the end of the financial year [Items 1(b) plus 3(e)].*	*4,63,73,69*	4,65,71,08	*2,91,51,91*	2,92,90,47	*7,55,25,60*	7,58,61,55

II-B.—Summary of Capital Outlay to end of the years 1938-39

Classification.	Year.	Capital outlay during the year. Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. Branch line Companies' Railways under Guarantee Terms—						
(a) Worked by the branch line company	*1938-39*	*12*	*—1*	*Nil*	*2*	*13*
	1939-40	1	—8	Nil	6	—1
(b) Worked by the main line	*1938-39*	*10*	*Nil*	*Nil*	*Nil*	*10*
	1939-40	8	Nil	Nil	Nil	8
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1938-39*	*99*	*2*	*3*	*Nil*	*1,04*
	1939-40	1,59	7	1	Nil	1,67
3. Branch line Companies' Railways under guarantee and rebate terms.	*1938-39*	*2,08*	*Nil*	*2*	*Nil*	*2,10*
	1939-40	50	Nil	1	Nil	51
4. Companies' lines subsidized by the Government of India.	*1938-39*	*7,90*	*2,00*	*37*	*—27*	*10,00*
	1939-40	15,27	2,99	88	1,96	21,10
5. Companies' lines subsidized by Provincial Governments.	*1938-39*	*49*	*—1,48*	*Nil*	*—1,58*	*—2,57*
	1939-40	81	2,85	Nil	1	3,67
6. Unassisted Companies' lines and Private Bodies.	*1938-39*	*8*	*—1*	*Nil*	*—1*	*6*
	1939-40	—14	Nil	Nil	—1	—15
7. District Board lines	*1938-39*	*5*	*Nil*	*Nil*	*Nil*	*5*
	1939-40	Nil	Nil	Nil	Nil	Nil
8. Companies' lines subsidized by District Boards.	*1938-39*	*79*	*2*	*Nil*	*12*	*93*
	1939-40	—1,83	1,05	15	42	—21
9. Indian State lines worked by Indian States	*1938-39*	*51,68*	*19,93*	*4,87*	*—3,35*	*73,13*
	1939-40	60,38	24,86	4,65	15,29	1,05,18
10. Indian State lines worked by the main line	*1938-39*	*6,07*	*1,88*	*62*	*—36*	*8,21*
	1939-40	7,75	2,74	—98	Nil	9,51
11. Companies' lines guaranteed by Indian States	*1938-39*	*4*	*37*	*Nil*	*Nil*	*41*
	1939-40	2	3	Nil	Nil	5
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1938-39*	*2,53*	*Nil*	*Nil*	*Nil*	*2,53*
	1939-40	96	Nil	1	Nil	96
13. Total	*1938-39*	*72,92*	*22,72*	*5,91*	*—5,43*	*96,12*
	1939-40	85,39	34,51	4,73	17,73	1,42,36
14. Miscellaneous	*1938-39*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1939-40	Nil	Nil	Nil	Nil	Nil
15. Grand Total	*1938-39*	*72,92*	*22,72*	*5,91*	*—5,43*	*96,12*
	1939-40	85,39	34,51	4,73	17,73	1,42,36

[For details see Statement 2 (b), pages 28—39.]

and 1939-40 of other than State-owned Railways. (*In thousands of rupees.*)

§ Total capital outlay to the end of the year.					
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	Classification.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	1. Branch line Companies' Railways under Guarantee Terms—
93,14	*21,40*	*9,31*	*1,74*	*1,25,59*	(*a*) Worked by the branch line company.
93,15	21,32	9,31	1,80	1,25,58	
82,65	*1,17*	*7,89*	*Nil*	*91,71*	(*b*) Worked by the main line.
82,73	1,17	7,89	Nil	91,79	
5,86,50	*57,03*	*79,26*	*Nil*	*7,22,79*	2. Branch line Companies' Railways under rebate terms worked by the main line.
5,88,09	57,10	79,27	Nil	7,24,46	
1,80,02	*2,88*	*9,87*	*2,00*	*1,94,77*	3. Branch line Companies' Railways under guarantee and rebate terms.
1,80,52	2,88	9,88	2,00	1,95,28	
**12,24,93*	*4,11,19*	*1,21,91*	*10,17*	*17,68,20*	4. Companies' lines subsidized by the Government of India.
*12,75,98	4,28,36	1,22,83	13,43	18,40,60	
1,43,67	*82,55*	*20,98*	*¶3,71*	*¶2,50,91*	5. Companies' lines subsidized by Provincial Governments.
1,08,66	71,21	20,98	¶2,43	¶2,03,28	
49,58	*10,64*	*2,41*	*13*	*62,76*	6. Unassisted Companies' lines and Private Bodies.
49,05	9,93	2,32	12	61,42	
48,37	*4,91*	*4,90*	*Nil*	*58,18*	7. District Board lines.
48,37	4,91	4,90	Nil	56,18	
1,18,45	*46,86*	*3,03*	**2,45*	*1,70,79*	8. Companies' lines subsidized by District Boards.
1,16,63	47,91	3,18	2,87	1,70,59	
32,30,65	*10,58,12*	*2,06,52*	*73,20*	*45,68,49*	9. Indian State lines worked by Indian States.
32,91,02	10,82,98	2,11,18	88,49	46,73,67	
8,54,09	*45,65*	*70,06*	*3,25*	*9,73,05*	10. Indian State lines worked by the main line.
8,61,84	48,39	69,08	3,25	9,82,56	
8,51	*6,36*	*1,76*	*Nil*	*16,63*	11. Companies' lines guaranteed by Indian States.
8,53	6,39	1,76	Nil	16,68	
†2,42,37	*Nil*	*1,50*	*Nil*	*2,43,87*	12. Lines in Foreign territory worked by British Indian Railway Companies.
‡2,43,32	Nil	1,51	Nil	2,44,83	
68,62,93	*17,48,76*	*5,39,40*	*96,65*	*92,47,74*	13. Total.
69,47,89	17,82,55	5,44,09	1,14,39	93,88,92	
8,23	*Nil*	*64*	*Nil*	*8,87*	14. Miscellaneous.
8,23	Nil	64	Nil	8,87	
68,71,16	*17,48,76*	*5,40,04*	*96,65*	*92,56,61*	15. Grand Total.
69,56,12	17,82,55	5,44,73	1,14,39	93,97,79	

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available.

† Includes 2,30,48 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

‡ Includes 2,31,34 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

§ Ordinarily the figures shown under the head "Total capital outlay to the end of the year" should agree with the figures under the same head in the previous year *plus* those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.

¶ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

[For details, see Statement 4, page 42.]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of **State-owned** *Railways for the years 1938-39 and 1939-40.*

Particulars.	Central.						Grand Total.	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.			
	1938-39.	1939-40.	1938-39.	1939-40.	1938-39.	1939-40.	1938-39.	1939-40.
	2	3	4	5	6	7	8	9
1 Interest on sterling debt .. .. £	*3,410,488*	3,410,462	*899,366*	899,366	..	..	*4,309,854*	4,309,828
2. Interest on capital contributed by companies:—								
(a) On share capital .. .. £	..	..	*420,000*	420,000	..	..	*420,000*	420,000
(b) On debenture and debenture stock .. .. £	..	..	*413,946*	306,934	..	..	*413,946*	306,934
3. Total .. .. £	..	..	*833,946*	726,934	..	..	*833,946*	726,934
4. Grand Total .. .. £	*3,410,488*	3,410,462	*1,733,312*	1,626,300	..	..	*5,143,800*	5,036,762
5. Converted into rupees at average rate of exchange .. (In thousands of rupees.)	*4,56,72*	4,56,52	*2,31,56*	2,17,30	(a) *94*	(a) 87	*6,89,22*	6,74,69
6. Interest on capital outlay provided by Government .. (In thousands of rupees.)	*13,19,51*	13,11,98	*9,07,93*	9,11,31	*5,39*	5,36	*22,32,83*	22,28,65
7. Interest on rupee debt. .. .. (In thousands of rupees.)	*4*	4	*7,50*	7,50	..	..	*7,54*	7,54
Grand Total .. .. (In thousands of rupees.)	*17,76,27*	17,68,54	*11,46,99*	11,36,11	*6,33*	6,23	*29,29,59*	29,10,88

(a) Represents exchange charges.

[*For details, see Statement No. 3, pages 40 and 41.*]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of **State-owned** *Railways for the years 1938-39 and 1939-40.*

[In thousands of rupees.]

Class of Railways.	Year.	Gross Revenue Receipts.			Working expenses.				Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State .	*1938-39*	*57,37,39*	*10,70*	*57,48,09*	*31,61,62*	*7,69,37*	*1,32*	*39,32,31*	*75,96*	*17,39,32*	*55·11*
	1939-40	59,04,82	—27,68	58,77,14	32,01,61	7,69,89	—59	39,70,91	74,39	18,31,84	54·22
State Railways worked by Companies or Indian States and Miscellaneous.	*1938-39*	*42,12,96*	*1,06*	*42,14,02*	*22,29,23*	*4,86,74*	*8,47*	*27,24,44*	*1,98,72*	*12,90,86*	*52·91*
	1939-40	44,47,55	—51,05	43,96,50	22,80,21	4,88,65	—3,51	27,65,35	1,91,47	14,39,68	51·27
Total . .	*1938-39*	*99,50,35*	*11,76*	*99,62,11*	*53,90,85*	*12,56,11*	*10,29*	*66,57,25*	*2,74,68*	*30,30,18*	*54·18*
	1939-40	1,03,52,37	—78,73	1,02,73,64	54,81,82	12,58,54	—4,10	67,36,26	2,65,86	32,71,52	52·95

[*For details, see Statement 5, pages 43—47.*]

V.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital Outlay†}}$, *Revenue Earnings and Expenses of Railways for the years 1938-39 and 1939-40.*

[In thousands of rupees.]

Note.—Please see notes under headings of Summary IIA and Statement 5.

Classification.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.					
		‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 4—5.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 5} \times 100}{\text{Col. 4}}\right)$	Percentage of net earnings on total capital at charge given in column 3. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 3}}\right)$
1	2	3	4	5	6	7	8
By classes of railways.							
Class I Railways	*1938-39*	*8,13,25,07*	*1,03,47,30*	*68,79,22*	*34,68,08*	*66·48*	*4·26*
	1939-40	8,17,51,90	1,07,76,95	69,81,09	37,95,86	64·78	4·64
Class II Railways	*1938-39*	*25,47,67*	*3,10,32*	*1,91,00*	*1,19,32*	*61·55*	*4·63*
	1939-40	26,08,15	3,15,06	1,89,26	1,25,80	60·07	4·82
Class III Railways	*1938-39*	*5,91,95*	*57,34*	*45,10*	*12,24*	*78·65*	*2·07*
	1939-40	5,90,86	58,27	46,74	11,53	80·21	1·95
Other items not included in the preceding heads	*1938-39*	*3,17,52*	..	*3,17*	*—3,17*	..	..
	1939-40	3,08,43	..	3,09	—3,09	..	..
By Ownership.							
Total State Railways (*a*)	*1938-39*	*7,52,08,08*	*94,37,84*	*63,92,35*	*30,45,49*	*67·73*	*4·05*
	1939-40	7,55,53,12	98,45,03	64,87,78	33,57,25	65·90	4·44
Other items not included in the preceding heads.	*1938-39*	*3,17,52*	..	*3,17*	*—3,17*	..	..
	1939-40	3,08,43	..	3,09	—3,09	..	..
Total other Railways	*1938-39*	*92,47,74*	*12,76,55*	*7,22,53*	*5,54,02*	*56·60*	*5·99*
	1939-40	(*c*)93,88,92	13,04,84	7,28,91	5,75,93	55·86	6·13
Miscellaneous (*b*)	*1938-39*	*8,87*	*57*	*44*	*13*	..	..
	1939-40	8,87	41	40	1	..	..
Grand Total . .	*1938-39*	*8,47,82,21*	*1,07,14,96*	*71,18,49*	*35,96,47*	*66·44*	*4·24*
	1939-40	8,52,59,34	1,11,50,28	72,20,18	39,30,10	64·75	4·61

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(*a*) The method of exhibiting the figures in Summary IV has been changed from 1934-35; the figures shown therein are not, therefore, susceptible of agreement with those in Summary V or Summary VI.

(*b*) Represents figures pertaining to Alnavar-Dandeli (Provincial) Railway.

(*c*) Includes Hardwar Dehra and Larkana Jacobabad railways purchased by the Government of India on 1st January 1940 and 3rd May 1939, respectively.

[*For details, see Statement 5, pages 43—47 and Statement 8, pages 62—77.*]

VI.—*Summary of* $\frac{\text{Capital at Charge*}}{\text{Capital Outlay†}}$, *Revenue Earnings, Expenses and Mileage of Railways classified according to methods of working for the years 1938-39 and 1939-40.*

N. B.—Please see notes under headings of Summary II-A and Statement 5.

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees. ‡ Total capital at charge. / Capital Outlay.	Gross earnings. §	Working expenses. §	Net earnings.	Remarks.
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (*a*) .	*1938-39* .	*15,629·86*	*4,61,93,46*	*56,01,42*	*38,59,22*	*17,42,20*	(*a*) Please see footnote (*a*) in Summary V on page 7.
	1939-40 .	15,616·39	4,64,00,55	57,66,05	38,99,86	18,66,19	
2. State lines worked by ‖companies(*a*)	*1938-39* .	*14,095·51*	*2,90,14,62*	*38,36,42*	*25,33,13*	*13,03,29*	(*b*) Includes Hardwar Dehra line, purchased by the Government of India on 1st January 1940.
	1939-40 .	14,095·11	2,91,52,57	40,78,98	25,87,92	14,91,06	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1938-39* .	*177·93*	*1,25,59*	*6,63*	*6,64*	*—1*	
	1939-40 .	177·93	1,25,58	6,62	7,17	—55	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	*1938-39* .	*114·65*	*91,71*	*9,51*	*4,80*	*4,71*	
	1939-40 .	(*c*)114·65	(*c*)91,79	7,15	3,63	3,52	
5. Branch line companies' railways under Rebate terms, worked by the main line.	*1938-39* .	*1,076·34*	*7,22,79*	*81,03*	*44,25*	*36,78*	
	1939-40 .	(*d*)1,076·24	7,24,46	81,55	43,66	37,89	(*d*) Includes Larkana Jacobabad Railway purchased by the Government on 3rd May 1939.
6. Branch line companies' railways under Guarantee and Rebate terms.	*1938-39* .	*175·11*	*1,94,77*	*13,70*	*7,72*	*5,98*	
	1939-40 .	175·11	1,95,28	15,53	8,21	7,32	
7. Companies' lines subsidized by the Government of India.	*1938-39* .	*1,911·76*	*17,03,20*	*2,81,39*	*1,43,21*	*1,38,18*	
	1939-40 .	1,995·86	18,40,60	2,79,60	1,39,90	1,39,70	
8. Companies' lines subsidized by Provincial Governments.	*1938-39* .	*229·18*	*2,50,91*	*40,80*	*24,99*	*15,81*	
	1939-40 .	135·07	2,03,28	32,22	21,61	10,61	
9. Unassisted companies' lines and private Bodies.	*1938-39* .	*127·50*	*62,76*	*4,13*	*3,61*	*52*	
	1939-40 .	125·13	61,42	4,01	3,92	9	
10. District Board lines . . .	*1938-39* .	*84·63*	*58,18*	*8,75*	*5,86*	*2,89*	
	1939-40 .	84·63	58,18	8,56	5,78	2,78	
11. Companies' lines subsidized by District Boards.	*1938-39* .	*299·13*	*1,70,79*	*31,16*	*22,22*	*8,94*	
	1939-40 .	297·71	1,70,59	30,15	22,25	7,90	
12. Indian State lines worked by Indian States.	*1938-39* .	*5,897·90*	*45,68,49*	*6,17,23*	*3,55,16*	*2,62,07*	
	1939-40 .	5,947.81	46,73,67	6,50,91	3,67,89	2,83,02	
13. Indian State lines worked by the main line.	*1938-39* .	*1,182·94*	*9,73,05*	*1,51,33*	*85,48*	*65,85*	
	1939-40 .	1,182·95	9,82,56	1,58,70	88,15	70,55	
14. Companies' lines guaranteed by Indian States.	*1938-39* .	*38·63*	*16,63*	*1,34*	*89*	*45*	
	1939-40 .	38·63	16,68	1,47	93	54	
15. Lines in foreign territory worked by British Indian railway companies.	*1938-39* .	*73·54*	*2,43,87*	*29,55*	*17,70*	*11,85*	
	1939-40 .	73·54	2,44,83	28,37	15,81	12,56	
16. Miscellaneous (*b*)	*1938-39* .	*19·12*	*8,87*	*57*	*44*	*13*	(*b*) Represents figures pertaining to Alnavar-Dandeli (Provincial) railway.
	1939-40 .	19·12	8,87	41	40	1	
17. Other items not included in the preceding heads.	*1938-39* .	..	*3,17,52*	..	*3,17*	*—3,17*	
	1939-40 .	..	3,08,43	..	3,09	—3,09	
18. Total .	*1938-39* .	*41,133·73*	*8,47,82,21*	*1,07,14,96*	*71,18,49*	*35,96,47*	
	1939-40 .	41,155·88	8,52,59,34	1,11,50,28	72,20,18	39,30.10	

* In the case of State-owned Railways. † In the case of other than State-owned Railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

‖ Include State lines worked by Indian States.

[*For details, see Statement 8, pages 62—77.*]

VII.—Summary of the Mileage of Railways as on 31st March 1940.

Classification.	Route Mileage open on the 31st March 1940.			Track Mileage open on the 31st March 1940.			Route mileage opened during the financial year 1939-40.	Route Mileage authorised but not open for traffic on 31st March 1940.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
I. (*a*) Class I Railways—									
5′ 6″ gauge	17,720·20	3,433·49	21,153·69	24,842·94	7,502·50	32,345·44	*Nil*	*Nil*	88·34
3′ 3¾″ gauge	13,008·41	64·52	13,072·93	13,153·00	2,772·00	15,925·00	27·41	*Nil*	145·52
2′ 6″ and 2′ 0″ gauges	2,330·85	*Nil.*	2,330·85	2,330·85	257·33	2,588·18	*Nil*	*Nil*	*Nil*
Total	33,059·46	3,498·01	36,557·47	40,326·79	10,531·83	50,858·62	27·41	*Nil*	233·86
(*b*) Class II Railways—									
3′ 3¾″ gauge	2,680·21	*Nil*	2,680·21	2,680·21	426·16	3,106·37	43·16	34·62	90·27
2′ 6″ and 2′ 0″ gauges	797·31	*Nil*	797·31	797·31	106·90	904·21	*Nil*	*Nil*	*Nil*
Total	3,477·52	*Nil*	3,477·52	3,477·52	533·06	4,010·58	43·16	34·62	90·27
(*c*) Class III Railways—									
3′ 3¾″ gauge	145·64	*Nil*	145·64	145·74	20·76	166·50	*Nil*	*Nil*	*Nil.*
2′ 6″ and 2′ 0″ gauges	975·25	*Nil*	975·25	976·66	104·26	1,080·92	*Nil*	*Nil*	*Nil*
Total.	1,120·89	*Nil*	1,120·89	1,122·40	125·02	1,247·42	*Nil*	*Nil*	*Nil*
II. (*a*) Total State-owned Railways*—									
5′ 6″ gauge	15,720·78	3,433·49	19,154·27	22,843·52	7,214·22	30,057·74	*Nil*	*Nil*	83·98
3′ 3¾″ gauge	8,926·61	45·36	8,971·97	9,032·88	2,012·52	11,045·40	20·66	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	1,604·38	*Nil*	1,604·38	1,604·38	200·30	1,804·68	*Nil*	*Nil*	*Nil*
Total	26,251·77	3,478·85	29,730·62	33,480·78	9,427·04	42,907·82	20·66	*Nil*	83·98
(*b*) Total Other Railways**—									
5′ 6″ gauge	1,999·42	*Nil*	1,999·42	1,999·42	288·28	2,287·70	*Nil*	*Nil*	4·36
3′ 3¾″ gauge	6,907·65	19·16	6,926·81	6,946·07	1,206·40	8,152·47	49·91	34·62	235·79
2′ 6″ and 2′ 0″ gauges	2,499·03	*Nil*	2,499·03	2,500·44	268·19	2,768·63	*Nil*	*Nil*	*Nil*
Total	11,406·10	19·16	11,425·26	11,445·93	1,762·87	13,208·80	49·91	34·62	240·15
III. (*a*) Total State-managed Railways—									
5′ 6″ gauge	12,056·71	2,866·90	14,923·67	18,000·35	5,605·19	23,605·54	*Nil*	*Nil*	83·98
3′ 3¾′ gauge	1,129·20	7·29	1,136·49	1,143·78	329·29	1,473·07	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	952·50	*Nil*	952·50	952·50	116·22	1,068·72	*Nil*	*Nil*	*Nil*
Total	14,138·41	2,874·25	17,012·66	20,096·63	6,050·70	26,147·33	*Nil*	*Nil*	83·98
(*b*) Total Other Railways—									
5′ 6″ gauge	5,663·49	566·53	6,230·02	6,842·59	1,897·31	8,739·90	*Nil*	*Nil*	4·36
3′ 3¾″ gauge	14,705·06	57·23	14,762·29	14,835·17	2,889·63	17,724·80	70·57	34·62	235·79
2′ 6″ and 2′ 0″ gauges	3,150·91	..	3,150·91	3,152·32	352·27	3,504·59	*Nil*	*Nil*	*Nil*
Total	23,519·46	623·76	24,143·22	24,830·08	5,139·21	29,969·29	70·57	34·62	240·15
IV. Total by gauges—									
5′ 6″ gauge	17,720·20	3,433·49	21,153·69	24,842·94	7,502·50	32,345·44	*Nil*	*Nil*	88·34
3′ 3¾″ gauge	15,834·26	64·52	15,898·78	15,978·95	3,218·92	19,197·87	70·57	34·62	235·79
2′ 6″ and 2′ 0″ gauges	4,103·41	*Nil*	4,103·41	4,104·82	468·49	4,573·31	*Nil*	*Nil*	*Nil*
Grand Total	37,657·87	3,498·01	41,155·88	44,926·71	11,189·91	56,116·62	70·57	34·62	324·13

Note 1.—Route mileage open on 31st March 1939	41,133·73
Add Route mileage opened during 1939-40	70·57
Total	41,204·30
Route mileage open on 31st March 1940 as shown in column 4 above	41,155·88
Difference (*vide* details below)	—48·42
Net decrease on the B. and N. W. Railway chiefly on account of dismantling of lines between Nirmali and Supaul and lifting of ghat shifts, realignment, etc.	—31·43
Due to closing of portion Agra to Hat-Shamsabad railway on G. I. P. Railway	—11·72
Net decrease on account of remodelling, realignments, etc., on the B. N., E. B., E. I. S. L., Dibru Sadiya and Dehri Rotas Light Railways	—2·90
Due to closing of Trivellore light Railway	—2·37
Total	—48·42

Note 2.—The electrified route mileage on 31st March 1940 was 98·94 miles *vide* details in statement No. 32, page 219.

*Excludes
**Includes } Hardwar-Dehra and Larkana-Jacobabad railways purchased by the Government of India during the year.

VIII.—Summary of Rolling stock

Note :—The term 'in units' occurring in certain columns of these summaries indicates that the figures in these columns have been

Classification.	Locomotives.				Rail Cars (Steam propelled.)		Rail Cars (Internal Combustion engine propelled.)		†Electric motor coaches.			Coaching vehicles. Excluding vehicles used exclusively on Railway Service. Passenger carriages.					Other vehicles including brake vans.	Railway Service vehicles (including officers' carriages.)
	Steam. No.	Electric No.	Total tractive effort in lbs. Steam.	Total tractive effort in lbs. Electric.	No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	No. (In units.)	Seats. 1st.	Seats. 2nd.	Seats. Inter.	Seats. Third.	No. (In units.)	No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Class I Railways.																		
5′ 6″ gauge . .	5,232	70	136,519,771	2,133,352	11	1,097	11	1,003	93	14,150	138	8,995 *	22,456 **	43,690 **	57,869 **	631,102 **	3,409	1,206 *
3′ 3⅜″ gauge .	2,356	4	35,250,739	41,600	6	623	4	232	24	1,248	37	6,685	9,584	11,961	15,064	323,022	1,397	574
			Number.		Number.													
2′ 6″ and 2′ 0″ gauges			297		6		7	124	1	15	13	855	79	1,320	1,747	26,767	89	39
Class II Railways.																		
3′ 3⅜″ gauge .			271		..		23	..	..	..	..	1,001	1,424	2,408	992	36,375	231	65
2′ 6″ and 2′ 0″ gauges			111		1		8	..	..	..	..	520	341	671	102	13,567	39	16
Class III Railways.																		
3′ 3⅜″ gauge . .			17		..		2	..	..	..	..	64	45	92	74	2,935	18	3
2′ 6″ and 2′ 0″ gauges			142		4		11	..	2	..	..	531	514	445	1,400	13,287	44	14

IX.—Summary of Net additions to or Reductions

Classification.	Locomotives.				Rail Cars (Steam propelled.)		Rail Cars (Internal Combustion engine propelled.)		†Electric motor coaches.		Coaching vehicles. Excluding vehicles used exclusively on Railway Service. Passenger carriages.					Other vehicles including brake vans.	Railway Service vehicles (including officers' carriages).
	Steam No.	Electric No.	Total tractive effort in lbs. Steam.	Total tractive effort in lbs. Electric.	No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units.)	Seats. 1st.	Seats. 2nd.	Seats. Inter.	Seats. Third.	No. (In units.)	No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class I Railways.																	
5′ 6″ gauge . .	2	..	410,787	..	..	..	3	281	..	2,482	* —83	** 340	** 1,503	** —1,857	** 5,014	—12	16
3′ 3⅜″ gauge .	26	..	358,268	..	—1	56	—2	—56	..	..	13	—285	—52	** 349	1,213	19	11
			Number.		Number.												
2′ 6″ and 2′ 0″ gauges			—2		..	..	—4	..	..		—15	—191	—18	74	—177	4	2
Class II Railways.																	
3′ 3⅜″ gauge .			9		..		6	..	..	...	3	7	50	56	—205	3	7
2′ 6″ and 2′ 0″ gauges			1		—1		..	..	..	..	—1	..	—14	24	114	—1	..
Class III Railways.																	
3′ 3⅜″ gauge . .			..		..		..	..	..	..	..	3	20	—8	—96	1	..
2′ 6″ and 2′ 0″ gauges			1		6		—4	..	2	..	—15	—17	—4	—113	—581	—6	..
By gauges.																	
5′ 6″ gauge . .	2	..	410,787	..	..		3	281	..	2,482	* —83	** 340	** 1,503	** —1,857	** 5,014	—12	16
			Number.														
3′ 3⅜″ gauge .			35		—1		4	—56	..	..	16	—275	—18	397	912	23	18
2′ 6″ and 2′ 0″ gauges			..		5		—4	—4	2	..	—31	—208	—36	—15	—644	—3	2

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in columns 18 and 17 respectively in Summaries VIII and IX.

** Exclude seating accommodation of vehicles referred to at (*) above.

† Motor Coach composites.

in Service on 31st March 1940. [*For details, see Statement 10, pages 79—88 and Statement 34, pages 224—225.*]

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service.							Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons, high sided.		Open wagons, low sided.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
20	21	22	23	24	25	26	27	28	29
									Class I Railways.
94,347	1,996,415	40,691	881,657	4,238	97,804	12,288	4,041	118	5′ 6″ gauge.
40,801	539,911	3,033	48,657	3,592	49,275	5,098	3,420	22	3′ 3⅜″ gauge.
			Number. 3,584				138	..	2′ 6″ and 2′ 0″ gauges.
									Class II Railways.
			6,753				189	..	3′ 3⅜″ gauge.
			2,143				18	..	2′ 6″ and 2′ 0″ gauges.
									Class III Railways.
			115				..	..	3′ 3⅜″ gauge.
			1,528				30	..	2′ 6″ and 2′ 0″ gauges.

in Rolling stock during the year 1939-40. [*For details, see Statement 11, pages 90—91 and Statement 35, page 226.*]

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service.					Railway Service Vehicles including inspection trollies, travelling cranes & their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
19	20	21	22	23	24	25	26
							Class I Railways.
1,653	30,947	420	10,429	360	172	..	5′ 6″ gauge.
255	3,798	—63	—333	33	—7	1	3′ 3⅜″ gauge.
		Number —2			4	..	2′ 6″ and 2′ 0″ gauges.
							Class II Railways.
		72			7	..	3′ 3⅜″ gauge.
		29			—17	..	2′ 6″ and 2′ 0″ gauges.
							Class III Railways.
		5			..	..	3′ 3⅜″ gauge.
		22			—6	..	2′ 6″ and 2′ 0″ gauges.
							By gauges.
1,653	30,947	420	10,429	360	172	..	5′ 6″ gauge.
		Total Number. 302			..	1	3′ 3⅜″ gauge.
		49			—19	..	2′ 6″ and 2′ 0″ gauges.

X.—*Summary of Passenger and Goods Revenue*

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1938-39.	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*447,5*	417,1	*14,8*	14,1	*12,3*	11,6
2nd class . . . . . „	*4,316,8*	4,224,6	*161,6*	153,0	*23,5*	24,7
Inter class . . . . . „	*11,593,3*	12,119,6	*72,0*	73,1	*173,7*	155,2
3rd class . . . . . „	*507,582,6*	508,733,0	*24,955,3*	24,055,1	*9,711,1*	9,536,8
Total (*a*) . „	*523,940,2*	525,494,3	*25,204,2*	24,295,3	*9,920,6*	9,728,3
2. Passenger miles (in thousands)—						
1st class . . . . . Miles	*32,100*	75,302	*656*	634	*316*	282
2nd class . . . . . „	*307,488*	297,183	*6,629*	6,439	*660*	720
Inter class . . . . . „	*575,082*	599,498	*2,021*	2,088	*2,237*	2,071
3rd class . . . . . „	*17,022,985*	16,821,496	*588,655*	564,808	*153,964*	151,531
Total . „	*17,987,655*	17,793,479	*597,961*	573,969	*157,177*	154,604
3. Average miles a passenger was carried—						
1st class . . . . . Miles	*183·5*	180·5	*44·3*	45·0	*25·7*	24·3
2nd class . . . . . „	*71·2*	70·3	*41·0*	42·1	*28·1*	29·2
Inter class . . . . . „	*49·6*	49·5	*28·1*	28·6	*12·9*	13·3
3rd class . . . . . „	*33·5*	33·1	*23·6*	23·5	*15·9*	15·9
Total . „	*34·3*	33·9	*23·7*	23·6	*15·8*	15·9
4. Earnings from passengers carried (in thousands of rupees)—						
1st class . . . . . Rs.	*76,04*	68,21	*73*	75	*27*	23
2nd class . . . . . „	*1,35,05*	1,32,05	*3,58*	3,46	*57*	63
Inter class . . . . . „	*1,21,79*	1,26,73	*59*	61	*63*	57
3rd class . . . . . „	*25,89,32*	25,72,75	*1,14,60*	1,11,12	*30,18*	30,14
Total . „	*29,22,20*	28,99,74	*1,19,55*	1,15,94	*31,65*	31,57
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . . Pies.	*17·8*	17·4	*22·8*	22·7	*16·4*	15·7
2nd class . . . . . „	*8·43*	8·53	*10·4*	10·3	*16·6*	16·8
Inter class . . . . . „	*4·07*	4·06	*5·61*	5·61	*5·41*	5·28
3rd class . . . . . „	*2·92*	2·94	*3·74*	3·78	*3·76*	3·82
Total . „	*3·12*	3·13	*3·84*	3·88	*3·87*	3·92
6. Tons of goods carried (in thousands) (*b*) .	*115,213*	121,082	*4,930*	5,036	*10,56*	9,61
7. Net ton-miles (in thousands) . . .	*21,877,949*	23,191,528	*250,093*	269,860	*30,798*	31,076
8. Average miles a ton of goods was carried .	*190*	192	*50·7*	53·6	*29·2*	32·3
9. Earnings from goods carried (in thousands of rupees).	*66,68,67*	70,59,84	*1,63,10*	1,75,55	*20,19*	20,77
10. Average rate charged for carrying a ton of goods one mile . . . Pies.	*5·84*	5·84	*12·9*	12·5	*12·6*	12·8

(*a*) (*b*) See remarks on page 13.

[*For details, see Statements 12, 13 and 36, pages 92—111 and 228—233.*]

Statistics for the years 1938-39 and 1939-40.

5′ 6″ gauge.		3′ 3⅜″ gauge.		2′ 6″ and 2′ 0″ gauges.		All Railways.		Headings.
1938-39.	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	
8	9	10	11	12	13	14	15	16
								1. Number of Passengers (in hundreds)—
321,6	300,9	*134,3*	123,5	*18,7*	18,4	*385,1*	355,2	1st class . . . No.
3,484,0	3,415,1	*908,3*	876,9	*109,6*	110,3	*4,037,5*	3,958,3	2nd class . . . ,,
9,716,1	9,787,6	*1,847,4*	2,307,2	*275,5*	253,1	*11,375.5*	11,838,2	Inter class . . ,,
324,903,4	327,845,8	*191,692,6*	189,288,6	*25,653,5*	25,190,5	*514,824,3*	513,523,0	3rd class . . . ,,
338,425,1	341,349,4	*194,582,6*	192,596,2	*26,057,3*	25,572,3	*530,622,9*	529,674,7	TOTAL (*a*) . ,,
								2. Passenger miles (in thousands)—
69,689	63,926	*12,736*	11,627	*647*	665	*83,072*	76,218	1st class . . . Miles.
245,989	240,668	*65,345*	60,415	*3,443*	3,259	*314,777*	304,342	2nd class . . . ..
491,183	502,182	*82,711*	96,257	*5,446*	5,218	*579,340*	603,657	Inter class . . ,,
11,668,705	11,566,338	*5,657,135*	5,547,136	*439,764*	424,361	*17,765,604*	17,537,835	3rd class . . . ,,
12,475,566	12,373,114	*5,817,927*	5,715,435	*449,300*	433,503	*18,742,793*	18,522,052	TOTAL ,,
								3. Average miles a passenger was carried—
216·7	212·4	*94·8*	94·1	*34·6*	36·1	*215·7*	214·6	1st class . . . Miles.
70·6	70·5	*71·9*	68·9	*31·4*	29·5	*78·0*	76·9	2nd class . . . ,,
50·6	51·3	*44·8*	41·7	*19·8*	20·6	*50·9*	51·0	Inter class . . . ,,
35·9	35·3	*29·5*	29·3	*17·1*	16·8	*34·5*	34·2	3rd class . . . ,,
36·9	36·3	*29·9*	29·7	*17·2*	17·0	*35·3*	35·0	TOTAL . ,,
								4. Earnings from passengers carried (in thousands of rupees)—
63,76	56,60	*12,43*	11,67	*90*	92	*77,09*	69,19	1st class . . . ,,
1,08,89	1,06,43	*27,99*	27,40	*2,32*	2,31	*1,39,20*	1,36,14	2nd class . . . ,,
1,03,34	1,06,19	*17,49*	20,10	*1,68*	1,62	*1,23,01*	1,27,91	Inter class . . ,,
17,80,02	17,66,95	*8,71,87*	8,67,05	*82,21*	80,01	*27,34,10*	27,14,01	3rd class . . . ,,
20,56,51	20,36,17	*9,29,78*	9,26,22	*87,11*	84,86	*30,73,40*	30,47,25	TOTAL . ,,
								5. Average rate charged per passenger per mile (in pies)—
17·6	17·0	*18·7*	19·3	*26·7*	27·0	*17·8*	17·4	1st class . . . Pies.
8·50	8·49	*8·22*	8·71	*12·9*	13·6	*8·49*	8·59	2nd class. . . ,,
4·06	4·06	*4·06*	4·01	*5·92*	5·96	*4·08*	4·07	Inter class . . ,,
2·93	2·93	*2·96*	3·00	*3·59*	3·62	*2·95*	2·97	3rd class . . ,,
3·16	3·16	*3·07*	3·11	*3·72*	3·76	*3·15*	3·16	TOTAL . ,,
89,365	93,766	*23,003*	29,376	*3,831*	3,937	*88,361*	92,179	6. Tons of goods carried (in thousands)(*b*).
18,620,775	19,722,382	*3,385,853*	3,613,345	*152,212*	156,737	*22,158,840*	23,492,464	7. Net ton-miles (in thousands).
208	210	*120·0*	123·0	*39·7*	39·8	*250·8*	254·9	8. Average miles a ton of goods was carried.
52,56,91	55,82,65	*14,93,70*	15,65,03	*1,06,35*	1,08,48	*68,56,96*	72,56,16	9. Earnings from goods carried (in thousands of rupees).
5·42	5·43	*8·47*	8·32	*13·4*	13·3	*5·89*	5·93	10. Average rate charged for carrying a ton of goods one mile. Pies.

(*a*) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(*b*) The above remarks apply to tons carried also.

[*For details, see Statement 5, pages 43—47 and Statement 14, pages 112—115.*]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges for the years 1938-39 and 1939-40.

NOTE.—Please see notes under the headings of Statement No. 14.

Class or Gauge.	Year.	NET EARNINGS.			WORKING EXPENSES.			GROSS EARNINGS.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	*1938-39*	*34,68,08*	*1·84*	*9,336*	*68,79,22*	*3·64*	*354*	*1,03,47,30*	*5·48*	*27,803*	*533*
	1939-40	37,95,86	2·02	10,226	69,81,09	3·71	359	1,07,76,95	5·73	28,981	554
Class II Railways	*1938-39*	*1,19,32*	*1·72*	*3,452*	*1,91,00*	*2·76*	*106*	*3,10,32*	*4·48*	*8,979*	*172*
	1939-40	1,25,80	1·78	3,640	1,89,26	2·67	104	3,15,06	4·46	9,100	174
Class III Railways	*1938-39*	*12,24*	*0·48*	*1,063*	*45,10*	*1·75*	*75*	*57,34*	*2·23*	*4,982*	*95*
	1939-40	11,53	0·45	1,011	46,74	1·81	78	58,27	2·26	5,107	98
					By gauges.						
5′ 6″ Gauge	*1938-39*	*26,77,77*	*2·09*	*12,411*	*52,51,09*	*4·10*	*466*	*79,28,86*	*6·19*	*36,732*	*705*
	1939-40	29,50,61	2·32	13,697	53,33,60	4·18	473	82,84,21	6·50	38,433	735
3′ 3½″ Gauge	*1938-39*	*9,21,42*	*1·50*	*5,733*	*16,52,76*	*2·66*	*195*	*25,74,18*	*4·15*	*15,913*	*305*
	1939-40	9,86,13	1·61	6,131	16,66,81	2·69	196	26,52,94	4·30	16,394	314
2′ 6″ and 2′ 0″ Gauges.	*1938-39*	*45*	*0·01*	*11*	*2,11,47*	*2·49*	*98*	*2,11,92*	*2·50*	*5,107*	*98*
	1939-40	—3,55	—0·04	—86	2,16,68	2·54	100	2,13,13	2·50	5,157	99
					Total all railways.						
†TOTAL	*1938-39*	*35,99,64*	*1·82*	*8,619*	*71,15,32*	*3·58*	*326*	*1,07,14,96*	*5·40*	*25,612*	*491*
	1939-40	39,33,19	1·99	9,427	72,17,09	3·65	330	1,11,50,28	5·64	26,676	510

†The difference between these totals and those shown in Summary V and Statement 5 consists of "other items not included in the preceding heads" included in the latter two Statements.

[*For details, see Statement 17, pages 120—125 and Statement 37, pages 234—238.*]

XII.—Summary of Train and Engine Mileage pertaining to Steam and Electric Locomotives for the years 1938-39 and 1939-40 (*In thousands of miles.*)

Particulars		Year	Train Miles. ‡ Passenger.	‡ Goods.	‡ Mixed.	Total (including departmental).	Shunting and other Engine Miles. Shunting.	*Miscellaneous.	Total. (Cols. 7+8).	Total engine miles. (Cols. 6+9).
1		2	3	4	5	6	7	8	9	10
					By	classes of	railways.			
Class I Railways	Steam	*1938-39*	*91,411*	*59,083*	*22,355*	*178,869*	*28,212*	*14,514*	*42,726*	*221,595*
		1939-40	90,020	62,417	22,047	180,524	28,810	15,113	43,923	224,447
	Electric	*1938-39*	*1,357*	*634*	*Nil*	*2,017*	*223*	*342*	*565*	*2,582*
		1939-40	1,368	700	Nil	2,087	223	406	628	2,716
Class II Railways	Steam	*1938-39*	*1,379*	*749*	*4,498*	*6,775*	*1,283*	*202*	*1,485*	*8,260*
		1939-40	1,355	793	4,603	6,901	1,363	228	1,591	8,492
Class III Railways	Steam	*1938-39*	*630*	*196*	*1,706*	*2,565*	*241*	*258*	*499*	*3,064*
		1939-40 (a)	585	224	1,722	2,576	243	276	519	3,095
						By gauges.				
5′ 6″ gauge	Steam	*1938-39*	*61,480*	*43,702*	*10,381*	*119,803*	*19,517*	*11,527*	*31,044*	*150,847*
		1939-40	60,555	46,032	10,913	121,684	19,961	11,957	31,918	153,602
	Electric	*1938-39*	*1,357*	*634*	*Nil*	*2,017*	*223*	*342*	*565*	*2,582*
		1939-40	1,368	700	Nil	2,087	223	406	629	2,716
3′ 3½″ gauge	Steam	*1938-39*	*29,914*	*15,064*	*13,263*	*60,024*	*2,139*	*2,973*	*12,112*	*72,136*
		1939-40	29,416	16,040	12,581	59,862	2,337	3,177	12,514	72,376
2′ 6″ and 2′ 0″ gauges ‖	Steam	*1938-39*	*2,026*	*1,262*	*4,915*	*8,382*	*1,080*	*474*	*1,554*	*9,936*
		1939-40	1,989	1,362	4,878	8,455	1,118	483	1,601	10,056
					Total all	railways.				
Total	Steam	*1938-39*	*93,420*	*60,028*	*29,059*	*188,209*	*29,736*	*14,974*	*44,710*	*232,919*
		1939-40	91,960	63,434	28,372	190,001	30,416	15,617	46,033	236,034
	Electric	*1938-39*	*1,357*	*634*	*Nil*	*2,017*	*223*	*342*	*565*	*2,582*
		1939-40	1,368	700	Nil	2,087	223	406	629	2,716

* Includes light, assisting required, assisting not required, siding and departmental.
‡ Excluding departmental.
‖ The figures of Jorhat Railway have not been included as the information is not available.
(a) Excludes Trivellore Light Railway which was closed to traffic early in 1939.

XIII.—*Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1940.*

Particulars.			5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1.* *Coaching vehicle miles*—(In thousands)			1,029,452	501,893	41,406†
2.* *Wagon miles*—(In thousands)					
2·01 Loaded			1,521,620	489,838	24,546
2·02 Total (excluding brake vans)			2,203,143	686,266	36,367
2·03 Percentage loaded of total			69·1	71·4	67·5
3.* Net or freight ton miles (In thousands)		Steam	19,062,379	3,226,810	91,930
		Electric‡	290,441	..	..
4. *Gross ton miles (including weight of engine)*—(In thousands)					
4·01 Passenger and proportion of mixed.	Excluding departmental	Steam	26,058,772	7,051,287	346,227
		Electric‡	693,215	..	..
	Including departmental	Steam	26,188,954	7,133,961	346,633
		Electric‡	693,795	..	..
4·02 Goods and proportion of mixed.	Excluding departmental	Steam	45,673,246	8,163,998	309,909
		Electric‡	744,478	..	..
	Including departmental	Steam	47,608,362	8,641,429	336,886
		Electric‡	753,741	..	..
5.* *Vehicle and Wagon Usage*—					
5·01 Vehicle Miles per vehicle day (in terms of 4-wheelers)			136	105	60
5·02 Wagon miles per wagon day (in terms of 4-wheelers)			41·3	32·9	15·8
5·03 Net ton miles per wagon day (in terms of 4-wheelers)			367	158	40
5·04 Average wagon load (Total traffic) (in terms of 4-wheelers)			12·7	6·59	3·60
6.* *Average speed of goods trains—Train miles per train engine hour*—					
Through Goods trains [excluding van goods and shunting (pick up) trains]—					
6·01 Main lines		Steam	§	§	..
		Electric‡	21·6	..	..
6·02 Branch lines			§	§	—
6·03 Total		Steam	§	§	..
		Electric‡	21·6	..	..
All Goods trains—					
6·04 Main lines		Steam	11·4	11·8	..
		Electric‡	17·4	..	..
6·05 Branch lines			10·5	9·36	..
6·06 Total		Steam	11·2	10·9	9·19
		Electric‡	17·4	..	—
7.* *Average train load*—					
Passengers—					
7·01 Number of vehicles		Steam	16	14	—
		Electric‡	19	..	..
Passenger and proportion of mixed—					
7·02 Gross weight (including weight of engine)		Steam	385	213	—
		Electric‡	507	..	..
Goods—					
7·03 Main lines—Loaded wagons		Steam	34	28	..
		Electric‡	39	..	..
7·04 Main lines—Total		Steam	48	40	..
		Electric‡	50	—	—
7·05 Percentage loaded of total		Steam	69·9	70·8	..
		Electric‡	76·9	..	

* Excluding Departmental.
‡ Excluding Electric Multiple Unit Suburban trains.
§ Figures not available.
† Represents Coaching and other Vehicles.

Particulars.		5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
Average train load—contd.				
Goods—*contd.*				
7·06 Branch lines—Loaded wagons		23	26	--
7·07 Branch lines—Total		37	36	--
7·08 Percentage loaded of total		64·3	71·5	--
Main and Branch Lines—				
Goods and proportion of mixed—				
7·09 Net or freight weight	Steam	383	166	50
	Electric‡	415	--	--
7·10 Gross weight (*including* weight of engine)	Steam	917	420	170
	Electric‡	1,055	--	--
7·11 Gross weight (*excluding* weight of engine)	Steam	805	360	124
	Electric‡	915	--	--
8. *Light Running*—				
Light engine miles per 100 train miles—				
8·01 Passenger and proportion of mixed		1·77	0·83	--
8·02 Goods and proportion of mixed		6·69	3·17	--
Light and assisting not required miles per 100 train miles—				
8·03 Passenger and proportion of mixed		2·14	1·10	--
8·04 Goods and proportion of mixed		7·70	4·16	--
9.* *Shunting*—				
Shunting miles per 100 train miles—				
9·01 Passenger and proportion of mixed		5·12	4·83	--
9·02 Goods and proportion of mixed		33·0	33·6	--
9·03 Wagon *miles* per shunting engine hour		661	530	--
10. *Efficiency*—				
10·01 Wagon* miles per engine hour (including departmental)		216	180	..
10·02 Net* ton miles per engine hour (including departmental)		1,901	846	--
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).		4,750	2,265	..
11. *Engines and Engine Usage*—				
11·01 Average authorised stock	Steam	5,362	2,311	304
	Electric‡	66	--	--
11·02 Average total number on line	Steam	5,223	2,331	293
	Electric‡	66	--	--
11·03 Average number available for use	Steam	4,299	2,040	238
	Electric‡	55	--	--
11·04 Engine miles per day per engine on line (including departmental).	Steam	81	78	50
	Electric‡	113	--	..
11·05 Net* ton miles per goods locomotive day on line (including departmental).	Steam	15,776	7,467	1,737
	Electric‡	29,664	--	--
11·06 Net* ton miles per goods locomotive day in use	Steam	24,862	11,410	3,511
	Electric‡	52,313	--	..

*Excluding departmental.
‡Excluding Electric Multiple Unit Suburban trains.

Particulars.		5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0 Gauges.
12. *Density (including departmental)*—				
12·01 Passenger miles per running track mile per annum		498,054	396,706	86,876
12·02 Passenger miles per route mile per annum		584,915	399,136	86,876
12·03 Net ton miles per running track mile per annum		793,883	256,336	41,856
12·04 Net ton miles per route mile per annum		932,338	257,906	41,856
12·05 Gross ton miles (including weight of engine) per running track mile per annum.		3,072,510	1,204,329	293,249
12·06 Gross ton miles (including weight of engine) per route mile per annum.		3,608,363	1,211,706	293,249
12·07 Train miles per running track mile per day		14·0	11·5	5·36
13. *Repair of Rolling stock*—				
Engines (*including departmental*)—				
Average number under or awaiting repair (daily)—				
In Mechanical workshops—				
13·01 Number	Steam	289	106	22
	Electric‡	3	*	*Nil*
13·02 Percentage of item 13·01 to average number on line.	Steam	5·53	4·55	7·51
	Electric‡	4·55	11·0	*Nil*
In sheds and transportation workshops—				
13·03 Number	Steam	631	201	37
	Electric‡	8	*Nil*	*Nil*
13·04 Percentage of item 13·03 to average total number on line.	Steam	12·1	8·62	12·6
	Electric‡	12·1	*Nil*	*Nil*
Coaching Stock (excluding departmental)—				
Average number under or awaiting repairs (daily)—				
In Mechanical Workshops—				
13·05 Passenger carriages		666	430	39
13·06 Other coaching vehicles		228	73	4
13·07 Percentage of item 13·05 to average total number on line		7·58	6·51	4·49
13·08 Percentage of item 13·06 to average total number on line		7·28	6·28	4·49
In sick lines and transportation Workshops—				
13·09 Passenger carriages		199	100	24
13·10 Other coaching vehicles		89	10	10
13·11 Percentage of item 13·09 to average total number on line		2·27	1·51	2·76
13·12 Percentage of item 13·10 to average total number on line		2·84	0·86	11·2
Goods Stock (excluding departmental)—				
Average number of unserviceable wagons (daily)—				
In Mechanical Workshops—				
13·13 Number		1,132	529	38
13·14 Percentage of item 13·13 to average number on line		0·79	0·95	0·62
In sick lines and transportation Workshops—				
13·15 Number		7,099	1,477	260
13·16 Percentage of item 13·15 to average number on line		4·93	2·65	4·23
Hot boxes—				
13·17 Coaching vehicles—Number. (Monthly)		40	154	..
13·18 Wagons—Number. (Monthly)		1,860	636	3

‡Excluding Electric Multiple Unit Suburban trains.
*Less than one.

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
14. *Coal consumption for locomotive services—*			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	*Nil*	*Nil*	*Nil*
14·02 Indian coal	5,869,500	1,389,685	146,078
14·03 Wood	4,010	4,044	149
14·04 Oil fuel	40,255	6	16
14·05 Total‡ (in terms of coal)	5,944,296	1,391,313	146,166
14·06* Total net tons of coal consumed—Passenger and mixed	2,239,461	729,378	94,462
14·07 Total tons of coal consumed.—Rail cars (Steam propelled)	796	467	578
14·08 Total tons of coal consumed—Rail cars (Internal combustion engine propelled).	326	*Nil*	29
14·09* Total net tons of coal consumed—Goods service	2,833,565	462,087	35,847
14·10* Total net tons of coal consumed—Shunting (including siding)	617,255	120,164	10,130
14·11 Total tons of coal consumed—Locomotives on miscellaneous services.	44,758	25,220	510
14·12 Total net tons of coal consumed—Departmental	208,135	53,997	4,610
14·13 Total tons of coal consumed on all Locomotive services	5,944,296	1,391,313	146,166
14·14* Lbs. of coal consumed per engine mile (Shunting including siding)	69·4	39·1	(a)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines).			
14·15* Passenger and proportion of mixed	179·9	198·1	440·3
14·16* Goods and proportion of mixed	142·9	149·5	425·7
15. *Oil consumption—*			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	6,461,985	2,112,048	317,051 (b)
15·02 Total pints (Goods trains)	5,156,160	973,993	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·56	5·51	9·12 (b)
15·04 Pints per 100 engine miles (Goods)	9·58	5·64	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,593,820	1,482,428	(a)
15·06 Pints per 1,000 vehicle miles	1·33	1·15	(a)

* Excluding Departmental.
‡ 2½ tons of wood=1 ton of coal.
0·55 tons of oil fuel=1 ton of coal.
(a) Not published.
(b) Including departmental.

SECTION B.

STATEMENTS.

STATEMENTS.

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1939 40 and of the per Government after meeting all charges

NOTE :—Please see note under heading

Class and name of Railway.	Capital at charge on 31st March 1940.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. $\left(\frac{\text{Col. 3} \times 100}{\text{Col. 2}}\right)$
1	2	3	4
Central.			
State Lines worked by the State.			
1. Eastern Bengal	51,76,42	71,32	1·38
2. East Indian (including South Bihar)	1,49,58,04	8,20,40	5·48
3. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	1,14,63,25	5,18,17	4·52
4. North Western (Military)	33,81,71	—50,10	—1·48
5. Great Indian Peninsula	1,14,21,13	4,72,05	4·13
6. Coal Department	1,70,53	..	..
7. TOTAL	4,65,71,08	18,31,84	3·93
State Lines worked by Companies or Indian States.			
8. Assam-Bengal	24,71,64	39,93	1·62
9. Bengal-Nagpur	77,96,23	3,39,93	4·36
10. Bezwada Extension including D. K. extension (N. S.)	45,97	6,85	14·89
11. Bombay, Baroda and Central India	74,25,33	5,06,98	6·83
12. Jodhpur-Hyderabad (British Section) (Jodhpur)	1,33,03	12,83	9·65
13. Lucknow-Bareilly (R. & K.)	2,66,28	20,94	7·86
14. Madras and Southern Mahratta	53,40,20	2,91,08	5·45
15. South Indian	46,24,81	1,53,16	3·31
16. Tirhoot (B. & N. W.)	10,35,86	72,04	6 95
17. Jorhat	13.22	..	..
18. Railway Clearing Accounts	..	—98	..
19. Contribution to Depreciation Reserve Fund (Miscellaneous)	..	—3,00	..
20. Controller, Railway Accounts	..	—8	..
21. TOTAL	2,91,52,57	14,39,68	4·94
Miscellaneous items.			
22. Miscellaneous items	1,37,90	..	..
23. *Deduct*—Interest during construction	..	..	..
24. TOTAL	1,37,90	..	..
25. ***Grand Total***	7,58,61,55	32,71,52	4·31

centage of those figures on the Capital at Charge, on 31st March 1940 also of the net gain or loss to against the net Revenue Receipts.

of statement No. 2 (a).

(In thousands of rupees.)

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between columns (3) and (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9×100 / Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
						Central.
						State Lines worked by the State.
..	1,92,04	1,92,04	..	1,20,72	—2·33	1. Eastern Bengal.
..	5,86,84	5,86,84	2,33,56	..	1·56	2. East Indian (including South Bihar).
..	4,41,65	4,41,65	76,52	..	0·67	3. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.
..	1,30,61	1,30,61	..	1,80,71	—5·34	4. North Western (Military).
..	4,10,14	4,10,14	61,91	..	0·54	5. Great Indian Peninsula.
..	7,26	7,26	..	7,26	—4·25	6. Coal Department.
..	17,68,54	17,68,54	63,39	..	0·14	7. Total.
						State Lines worked by Companies or Indian States.
..	94,10	94,10	..	54,17	—2·19	8. Assam-Bengal.
17	3,20,19	3,20,36	19,57	..	0·25	9. Bengal-Nagpur
..	1,82	1,82	5,03	..	10·93	10. Bezwada Extension including D. K. extension (N. S.).
18,89	2,70,32	2,89,21	2,17,77	..	2·63	11. Bombay, Baroda and Central India.
..	5,35	5,35	7,48	..	5·63	12. Jodhpur-Hyderabad (British Section) (Jodhpur).
1,05	9,75	10,80	10,14	..	3·81	13. Lucknow-Bareilly (R. & K.).
10,18	2,25,40	2,35,58	55,50	..	1·04	14. Madras and Southern Mahratta.
3,19	1,70,17	1,73,36	..	20,20	—0·44	15. South Indian.
1,89	39,01	40,90	31,14	..	3·01	16. Tirhoot (B. & N. W.).
..	..	..	..	..	..	17. Jorhat.
..	..	..	..	98	..	18 Railway Clearing Accounts.
..	..	..	..	3,00	..	19. Contribution to Depreciation Reserve Fund (Miscellaneous).
..	..	..	..	8	..	20. Controller, Railway Accounts.
35,37	11,36,11	11,71,48	2,68,20	..	0·92	21. Total.
						Miscellaneous items.
..	6,42	6,42	..	6,42	—4·66	22. Miscellaneous items.
..	19	19	..	19	..	23. *Deduct*—Interest during construction.
..	6,23	6,23	..	6,23	—4·52	24. Total.
35,37	29,10,88	29,46,25	* 3,25,27	..	0·43	25. **Grand Total.**

*The total gain (Central) for the year is :—

	Rs.
Gain as per column 8 above	3,25,15
Add—Miscellaneous Railway Receipts	1,57,32
Government share of surplus profits from subsidized Companies	13,63
Deduct—Miscellaneous Railway expenditure	63,03
Net Gain ..	4,33,07

2 (a).—*Statement of Capital at Charge of State-owned*

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of came into being. From 1935-36 they have again been converted

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS. (STERLING CONVERTED INTO RUPEES@ *1s. 6d.* TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Central.							
I.—STATE LINES WORKED BY THE STATE.							
(*i*) OPEN LINES.							
Eastern Bengal	..	5,28,82	—2,39	2,45	—18	5,51	5,39
East Indian (including South Bihar)	..	49,58,45	1,30,62	63,89	48	29,24	2,24,23
Great Indian Peninsula (including Bhopal State).	..	49,09,94	—8,54	—5,69	—82	18,76	3,71
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,59,60	3,27	—5,40	9	40,48	38,44
North Western (Military)	..	..	6,19	—1,03	96	*—25,57	—19,45
Coal Department	..	..	—4,50	..	..	—1,52	—6,02
Total I (*i*)	..	1,16,56,81	1,24,65	54,22	53	66,90	2,46,30
(*ii*) NEW CONSTRUCTIONS.							
East Indian	..	..	—4	..	..	—4	—8
Great Indian Peninsula	..	..	—93	..	—12	..	—1,05
North Western (Commercial)	..	..	68,43	..	1,74	—5,79	64,38
Total I (*ii*)	..	..	67,46	..	1,62	—5,83	63,25
II.—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.							
(*i*) OPEN LINES.							
†{ Assam-Bengal—I	..	..	—1,24	..	..	..	—1,24
†{ Assam-Bengal—II	..	..	13,03	55	—2	10,84	24,45
Bengal-Nagpur	..	..	19,69	10,15	—1	1,80	31,63
Bezwada Extension (N. S.)	..	..	3	..	..	..	3
Bombay, Baroda and Central India	..	19,40,92	9,21	6,44	6	1,67	17,38
Total Companies' Lines (Open lines) Carried over	..	19,40,92	40,77	17,14	3	14,31	72,25

* Includes (1) Campbellpur Reserve —1,64 and (2) Frontier Railway Reserve —23,35.

†For purposes of accounting, the capital is shown in two parts in terms of the contract, with the Secretary of State dated the 26th April 1892.

Railways on the 31st March 1940.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1s. 6d. to the rupee.

(In thousands of rupees.)

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						Central.
						I.—State Lines worked by the State. (*i*) Open Lines.
31,64,06	11,95,59	2,12,35	75,60	46,47,60	51,76,42	Eastern Bengal.
55,73,35	36,12,47	2,57,48	1,91,11	96,34,91	1,45,93,36	East Indian (including South Bihar).
47,73,49	14,39,48	1,73,28	1,21,50	65,07,75	1,14,17,69	Great Indian Peninsula (including Bhopal State).
71,66,25	22,94,81	3,85,61	2,75,81	1,01,22,48	1,13,82,08	North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.
26,85,71	4,78,95	1,81,61	(*a*) 35,44	33,81,71	33,81,71	North Western (Military).
1,68,33	..	..	2,20	1,70,53	1,70,53	Coal Department.
2,35,31,69	90,21,30	12,10,33	7,01,66	3,44,64,98	4,61,21,79	Total I (*i*).
						(*ii*) New Constructions.
3,29,18	..	35,14	36	3,64,68	3,64,68	East Indian.
2,70	..	74	..	3,44	3,44	Great Indian Peninsula.
76,03	..	3,34	1,80	81,17	81,17	North Western (Commercial).
4,07,91	..	39,22	2,16	4,49,29	4,49,29	Total I (*ii*).
						II.—State Lines worked by Companies or by Indian States. (*i*) Open Lines.
96,67	..	..	..	96,67	96,67	Assam Bengal—I.
16,77,34	4,87,81	1,70,06	39,76	23,74,97	23,74,97	Assam Bengal—II. ††
46,75,88	26,59,48	3,31,53	1,27,27	77,94,16	77,94,16	Bengal Nagpur.
16,92	..	1,17	..	18,09	18,09	Bezwada Extension (N. S.).
37,78,13	14,24,77	1,90,02	91,49	54,84,41	74,25,33	Bombay, Baroda and Central India
1,02,44,94	45,72,06	6,92,78	2,58,52	1,57,68,30	1,77,09,32	Total Companies' Lines (Open Lines). Carried over.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(*a*) Includes (1) Campbellpur Reserve 10,80 and (2) Frontier Railway Reserve 9,32.

2 (a).—*Statement of Capital at Charge of State-owned Railways*

NOTE:—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of came into being. From 1935-36 they have again been converted

(*In thousands of rupees.*)

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS (STERLING CONVERTED INTO RUPEES @ 1s. 6d. TO THE RUPEE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward	..	12,40,92	40,77	17,14	3	14,31	72,25
Jodhpur	..	..	1,83	..	—1	1	1,83
Lucknow-Bareilly (R & K.)	..	..	1,47	5	..	1,35	2,87
Madras and Southern Mahratta (excluding Mysore State).	..	17,47,74	6,75	8,89	5	—3,74	11,95
Dhone-Kurnool (N. S.)	..	..	30	..	..	..	30
South Indian	..	7,63,49	13,99	7,09	36	9,22	30,66
Tirhoot (B. & N. W.) including Mashrak-Thawe Extension.	..	..	5,10	1,11	4	4,80	11,05
Jorhat	..	..	..	..	..	..	..
TOTAL II (*i*)	..	44,52,15	70,21	34,28	47	25,95	1,30,91
II (*ii*)—*New Constructions.*							
Bengal Nagpur	..	..	2	..	..	..	2
Jodhpur	..	..	6,82	..	49	—26	7,05
Madras and Southern Mahratta	..	..	..	..	..	..	..
South Indian	..	..	—4	..	..	..	—4
TOTAL II (*ii*)	..	..	6,80	..	49	—26	7,03
III.—Miscellaneous Items.							
Controller of Railway Accounts—Account Current—(Exchange).	..	..	..	..	61	..	61
TOTAL III	..	..	..	..	61	..	61
GRAND TOTAL I (*i*)—III.	..	1,61,08,96	2,69,12	88,50	3,72	86,76	4,48,10

on the 31st March 1940—concld.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1s. 6d. to the rupee.

(In thousands of rupees.)

Capital outlay to end of financial year including in the case of purchased railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
1,02,44,94	45,72,06	6,92,78	2,58,52	1,57,68,30	1,77,09,22	Total Companies' Lines (Open Lines)—Brought forward.
1,15,82	..	3,87	31	1,20,00	1,20,00	Jodhpur.
1,70,63	79,25	8,87	7,53	2,66,28	2,66,28	Lucknow-Bareilly (R. & K.).
21,76,56	10,03,94	1,52,64	53,97	33,87,11	51,34,85	Madras and Southern Mahratta (excluding Mysore State).
25,56	..	2,32	..	27,88	27,88	Dhone-Kurnool (N. S.).
26,64,59	8,85,82	2,14,46	69,92	38,34,79	45,98,28	South Indian.
6,91,17	2,56,27	51,35	37,07	10,35,86	10,35,86	Tirhoot (B. & N. W.) including (Mashrak-Thawe Extension.).
7,43	4,70	41	68	13,22	13,22	Jorhat.
1,60,96,70	68,02,04	11,26,70	4,28,00	2,44,53,44	2,89,05,50	TOTAL II (*i*).
						II (*ii*)—*New Constructions.*
1,88	..	39	..	2,07	2,07	Bengal Nagpur.
12,05	..	1,03	—5	13,03	13,03	Jodhpur.
1,88,49	..	16,86	..	2,05,35	2,05,35	Madras and Southern Mahratta.
26,53	..	..	..	26,53	26,53	South Indian.
2,28,75	..	18,28	—5	2,46,98	2,46,98	TOTAL II (*ii*).
						III.—Miscellaneous Items.
..	..	1,37,90	..	1,37,90	1,37,90	Controller of Railway Accounts—Account Current—(Exchange).
..	..	1,37,90	..	1,37,90	1,37,90	TOTAL III.
4,02,65,05	1,58,23,34	25,32,43	11,31,77	5,97,52,59	7,58,61,55	GRAND TOTAL I (*i*)—III.

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

2 (b).—*Statement of Capital Outlay to the end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES'						
(A) Worked by the Branch						
OPEN LINES.						
Ahmadpur-Katwa	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bankura-Damodar River	,,	*Nil*	*Nil*	*Nil*	—1	—1
Burdwan-Katwa	,,	1	*Nil*	*Nil*	3	4
Futwah-Islampur	,,	*Nil*	—8	*Nil*	2	—6
Kalighat Falta	,,	*Nil*	*Nil*	*Nil*	2	2
TOTAL 1-(A)	..	1	—8	*Nil*	6	—1
(B) Worked by the						
OPEN LINES.						
Hardwar-Dehra (E.I.) †	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Chaparmukh-Silghat (A. B.)	3′ 3⅜″	8	*Nil*	*Nil*	*Nil*	8
Katakhal Lalabazar (A. B.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dasghara-Jamalpurganj (Bengal Provincial)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL 1-(B)	..	8	*Nil*	*Nil*	*Nil*	8
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
OPEN LINES.						
Hoshiarpur-Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	5′ 6″	7	*Nil*	*Nil*	*Nil*	7
Phagwara-Rahon (N. W.)	,,	8	*Nil*	*Nil*	*Nil*	8
Mandra-Bhaun (N. W.)	,,	5	*Nil*	*Nil*	*Nil*	5
Sara-Sirajganj (E. B.)	,,	56	*Nil*	*Nil*	*Nil*	56
Sialkot-Narowal (N. W.)	,,	1	*Nil*	*Nil*	*Nil*	1
Tapti Valley (B. B. & C. I.)	,,	13	*Nil*	*Nil*	*Nil*	13
Ahmedabad-Parantij (B. B. & C. I.)	3′ 3⅜″	19	*Nil*	1	*Nil*	20
Champaner-Shivrajpur-Pani Light (B. B. & C. I.)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dhond-Baramati (G. I. P.)	,,	1	*Nil*	*Nil*	*Nil*	1
Ellichpur-Yeotmal (including Pulgaon-Arvi Railway) (G. I. P.).	,,	—12	*Nil*	*Nil*	*Nil*	—12
Godhra-Lunavada (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jacobabad-Kashmor (N. W.)	,,	6	*Nil*	*Nil*	*Nil*	6
Khulna Bagerhat (E. B.)	,,	2	*Nil*	*Nil*	*Nil*	2
Larkana-Jacobabad (N. W.) ‡	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Mayurbhanj (B. N.)	,,	—1	7	*Nil*	*Nil*	6
Nadiad-Kapadvanj (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pachora-Jamner (G. I. P.)	,,	41	*Nil*	*Nil*	*Nil*	41
Darjeeling-Himalayan Extensions	2′ 0″	13	*Nil*	*Nil*	*Nil*	13
TOTAL (2)	..	159	7	1	*Nil*	1,67

† Purchased by Government on 1st January 1940.

‡ Purchased by Government on 3rd May 1939.

year 1939-40 of other than State-owned Railways. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
					OPEN LINES.
Hne Company.					
16,30	2,38	2,06	1	20,75	Ahmadpur-Katwa.
30,23	5,60	3,90	37	40,10	Bankura-Damodar River.
14,63	3,67	1,71	71	20,72	Burdwan-Katwa.
16,89	2,62	*Nil*	10	19,61	Futwah-Islampur.
15,10	7,05	1,64	61	24,40	Kalighat-Falta.
93,15	21,32	9,31	1,80	1,25,58	TOTAL 1-(A).
					OPEN LINES.
Main Line.					
31,54	*Nil*	4,59	*Nil*	36,13	Hardwar-Dehra (E. I.) †
33,38	*Nil*	1,72	*Nil*	35,10	Chaparmukh-Silghat (A. B.).
15,80	*Nil*	1,39	*Nil*	17,19*	Katakhal-Lalabazar (A. B.).
2,01	1,17	19	*Nil*	3,37	Dasghara-Jamalpurganj (Bengal Provincial).
82,73	1,17	7,89	*Nil*	91,79	TOTAL 1-(B).
TERMS WORKED BY THE MAIN LINE.					
					OPEN LINES.
					Hoshiarpur-Doab (N. W.)—
33,75	*Nil*	3,12	*Nil*	36,87	Jullundur-Mukerian (N W.).
26,50	*Nil*	2,52	*Nil*	29,02	Phagwara-Rahon (N. W.).
24,72	*Nil*	3,13	*Nil*	27,85	Mandra-Bhaun (N. W.).
92,20	*Nil*	6,94	*Nil*	99,14	Sara-Sirajganj (E. B.).
29,24	*Nil*	2,55	*Nil*	31,79	Sialkot-Narowal (N. W.).
1,26,58	*Nil*	11,02	*Nil*	1,37,60	Tapti Valley (B. B. & C. I.).
34,28	3	4,06	*Nil*	38,37	Ahmedabad-Parantij (B. B. & C. I.).
11,28	6,35	3,43	*Nil*	21,06	Champaner-Shivrajpur-Pani Light (B. B. & C. I.).
8,39	2,34	1,85	*Nil*	12,58	Dhond-Baramati (G. I. P.).
59,60	18,87	15,09	*Nil*	93,56	Ellichpur-Yeotmal (including Pulgaon Arvi Railway) (G. I. P.).
8,96	1,83	3,42	*Nil*	14,21	Godhra-Lunavada (B. B. & C. I.).
17,67	5,31	1,67	*Nil*	24,65	Jacobabad-Kashmor (N. W.).
6,74	1,51	81	*Nil*	9,06	Khulna-Bagerhat (E. B.).
20,45	6,75	3,54	*Nil*	30,74	Larkana-Jacobabad (N. W.) ‡
24,10	69	*Nil*	*Nil*	24,79	Mayurbhanj (B. N.).
8,85	4,73	2,72	*Nil*	16,30	Nadiad-Kapadvanj (B. B. & C. I.).
12,45	2,02	3,77	*Nil*	18,24	Pachora-Jamner (G. I. P.).
42,33	6,67	9,63	*Nil*	58,63	Darjeeling-Himalayan Extensions.
5,88,09	57,10	79,27	*Nil*	7,24,46	TOTAL (2).

* Includes Rs. 1,20,414 direct outlay by the Managing Agents.

2 (b).—*Statement of Capital Outlay to the end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						**3. BRANCH LINE COMPANIES' RAILWAYS UNDER**
Jamnagar-Dwarka	3′ 3⅜″	19	*Nil*	1	*Nil*	20
Mymensingh-Bhairab Bazar (A. B.)	,,	31	*Nil*	*Nil*	*Nil*	31
Total (3)	..	50	*Nil*	1	*Nil*	51
						4. COMPANIES' LINES SUBSIDIZED BY THE
Open Lines.						
Bengal and North Western*	3′ 3⅜″	14,60	64	86	1,33	17,43
Bengal Dooars Extensions*	,,	23	4	*Nil*	32	59
Mirpur Khas-Khadro† (Jodhpur)	,,	11	*Nil*	*Nil*	*Nil*	11
Rohilkund and Kumaon	,,	31	85	*Nil*	*Nil*	1,16
Barsi Light†	2′ 6″	12	1,36	2	49	1,99
Shahdara (Delhi) Saharanpur Light*§	,,	—10	10	*Nil*	—18	—18
Matheran Light‡	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (4)	..	15,27	2,99	88	1,96	21,10
Open Lines.						**5. COMPANIES LINES SUBSIDIZED**
Dibru-Sadiya	3′ 3⅜″	78	2,72	*Nil*	*Nil*	3,50
Darjeeling-Himalayan	2′ 0″	3	13	*Nil*	1	17
Total (5)	..	81	2,85	*Nil*	1	3,67
Open Lines.						**6. UNASSISTED**
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3′ 3⅜″	22	*Nil*	*Nil*	*Nil*	22
Bengal Provincial	2′ 6″	*Nil*	*Nil*	*Nil*	—1	—1
Parlakimedi Light (B. N.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jagadhri Light	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kulasekarapatnam Light‡‡	,,	—36	*Nil*	*Nil*	*Nil*	—36
Total (6)	..	—14	*Nil*	*Nil*	—1	—15

* Receives land only from Government.

† Receives land only from Government and Indian States.

‡ Receives land and rebate from Government.

§ This line has been transferred to head 4 from "5 Companies' lines subsidized by the Provincial Governments".

‡‡ Closed for traffic on 4th February 1940.

year 1939-40 of other than State-owned Railways—contd. (*In thousands of rupees.*)

Total capital outlay to the end of the year.					
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	Railway.
8	9	10	11	12	13
Rs.	Rs.	Rs	Rs.	Rs.	
					Open Lines.
GUARANTEE AND REBATE TERMS.					
62,71	2,88	2,88	2,00	70,47	Jamnagar-Dwarka.
1,17,81	*Nil*	7,00	*Nil*	1,24,81	Mymensingh-Bhairab Bazar (A. B.).
1,80,52	2,88	9,88	2,00	1,95,28	Total (3).
GOVERNMENT OF INDIA.					
					Open Lines.
8,60,42(*b*)	2,88,69	92,53	7,44	12,49,08(*b*)	Bengal and North Western.*
94,69	16,42	8,61	2,93	1,22,65	Bengal Dooars Extensions.*
**9,28	*Nil*	**62	*Nil*	9,90	Mirpur Khas-Khadro† (Jodhpur).
1,36,03	60,66	12,94	*Nil*	2,09,63	Rohilkund and Kumaon.
1,27,89	47,89	8,06	1,94	1,85,78	Barsi Light.†
35,72	14,28	*Nil*	1,12	51,12	Shahdara (Delhi) Saharanpur Light*§
11,95	42	7	*Nil*	12,44(*a*)	Matheran Light.‡
12,75,98	4,28,36	1,22,83	13,43	18,40,60	Total (4).
BY PROVINCIAL GOVERNMENTS.					Open Lines.
76,05	58,51	18,18	*Nil*	‖1,52,74	Dibru-Sadiya.
32,61	12,70	2,80	2,43	50,54	Darjeeling-Himalayan.
1,08.66	71,21	20,98	2,43	2,03,28	Total (5).
COMPANIES' LINES AND PRIVATE BODIES.					Open Lines.
19,11	*Nil*	*Nil*	*Nil*	19,11	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,80	2,76	1	12	11,69	Bengal Provincial.
17,49	5,30	2,16	*Nil*	24,95	Parlakimedi Light (*B. N.*).
63	37	12	*Nil*	1,12	Jagadhri Light.
3,02	1,50	3	*Nil*	4,55	Kulasekarapatnam Light. ‡‡
49,05	9,93	2,32	12	61,42	Total (6).

(*a*) Includes 11,95 being the capital outlay to the end of 1927-28, the details of which are not available.

(*b*) Includes 4 on account of survey.

‖ Excludes Rs. 1,50,000 (£ 10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru Sadiya Railway in the years when a sudsidy was payable.

** Rs. 39,510 and Rs. 3,617 of plant construction against Jodhpur-Hyderabad Railway and Mirpurkhas-Khadro Branch Railway previously shown under 'Works' have now been shown under 'General charges' on revised information furnished by the Railway.

2 (*b*).—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
7. DISTRICT						
Open Lines.						
Tenali-Repalle (M. & S. M.)	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Podanur-Pollachi (S. I.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Tinnevelly-Tiruchendur (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (7)	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
8. COMPANIES' LINES SUBSIDIZED						
Open Lines.						
Bengal Dooars	3′ 3⅜″	60	*Nil*	*Nil*	*Nil*	60
Arrah-Sasaram Light	2′ 6″	*Nil*	—27	20	—6	—13
Baraset-Basirhat Light	,,	3	61	*Nil*	—6	58
Bukhtiarpur-Bihar Light	,,	2	8	*Nil*	1	11
Dehri-Rohtas Light *	,,	—1,53	36	—5	—11	—1,33
Howrah-Amta Light	2′ 0″	—95	19	*Nil*	64	—12
Howrah Sheakhala Light	,,	*Nil*	8	*Nil*	*Nil*	8
Tezpur-Balipara Light §	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (8)	..	—1,83	1,05	15	42	—21

* This line has been transferred from "4. Companies' lines subsidized by the Government of India."

§ This line has been shown under "8· Companies' lines subsidized by District Board" instead of "6. Unassisted Companies' lines and Private Bodies".

1939-40 of other than State-owned Railways—contd. (*In thousands of rupees.*)

Total capital outlay to the end of the year.					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					Open Lines.
14,84	*Nil*	1,14	*Nil*	15,98	Tenali-Repalle (M. & S. M.).
8,88	4,91	1,26	*Nil*	15,05	Podanur-Pollachi (S. I.).
24,65	*Nil*	2,50	*Nil*	27,15	Tinnevelly-Tiruchendur (S. I.).
48,37	4,91	4,90	*Nil*	58,18	Total (7).
BY DISTRICT BOARDS.					Open Lines.
36,17	7,35	2,54	*Nil*	46,06	Bengal Dooars.
18,75	6,46	20	8	25,49	Arrah-Sasaram Light.
19,46	7,40	*Nil*	19	27,05	Baraset-Basirhat Light.
10,64	4,91	*Nil*	15	15,70	Bukhtiarpur-Bihar Light.
6,15	4,21	37	69	11,42	Dehri-Rohtas Light. *
17,25	12,35	*Nil*	1,76	31,36	Howrah-Amta Light.
5,01	3,63	*Nil*	*Nil*	8,64	Howrah Sheakhala Light.
3,20	1,60	7	*Nil*	4,87	Tezpur-Balipara Light. §
1,16,63	47,91	3,18	2,87	1,70,59	Total (8).

2. (b).—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
9. INDIAN STATE LINES WORKED						
(a) Open Lines.						
Nizam's State†	5′ 6″	17,03	8,67	2,90	4,38	32,98
Bhavnagar State	3′ 3⅜″	21	29	*Nil*	—1,69	—1,19
Bikaner State	,,	2,79	2,91	25	3,78	9,73
Gaekwar's Baroda State (Mehsana)	,,	1,30	25	*Nil*	*Nil*	1,55
Gondal	,,	2,27	44	*Nil*	—1,54	1,17
Jaipur State	,,	3,19	5,74	*Nil*	4,83	13,76
Jetalsar-Rajkot (Gondal)	,,	10	*Nil*	*Nil*	—10	*Nil*
Jodhpur	,,	4,82	2,56	1	8	7,47
Junagad State	,,	50	—11	—2	—83	—46
Morvi	,,	1,43	2,10	*Nil*	—70	2,83
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere, Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections, Arsalu-Anandapuram, Bangalore-Haribar and Yesvanthpur-Hindupur).	,,	‡11,77	97	‡93	3,84	‡17,51
Porbandar State (Gondal)	,,	58	28	*Nil*	75	1,61
Udaipur-Chitorgarh (Mewar State)	,,	8	29	*Nil*	90	1,27
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Cutch State	,,	1	2	*Nil*	*Nil*	3
Dholpur State*	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Gaekwar's Baroda State	,,	64	—2	*Nil*	—35	27
Kolar District (Mysore)	,,	2	6	*Nil*	*Nil*	8
Gwalior Light	2′ 0″	—15	13	*Nil*	*Nil*	—2
Tarikere-Narasimharajapura Tramway (Mysore)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (a)	..	46,59	24,58	4,07	13,35	88,59
(b) Lines under construction.						
Tahsil Bhadra to Sadulpur (Bikaner State).	3′ 3⅜″	3,32	*Nil*	26	*Nil*	3 58
Anandapuram to Sagra (Mysore)	,,	††—6,78	*Nil*	††—71	2	††—7,47
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	,,	7,65	*Nil*	59	17	8,41
Jhunjhunu-Loharu Sikar-Bissau	,,	9,60	28	44	1,75	12,07
Dholpur to Rajakhera (Dholpur State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (b)	..	13,79	28	58	1,94	16,59
Total (9) [(a)+(b)]	..	60,38	24,86	4,65	15,29	1,05,18

* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli Section.

† Includes figures for Metre Gauge.

‡ Includes Rs. 9,73, Rs. 94 and Rs. 1,067 under Works, General charges and Total transferred from construction to Open lines during the year.

†† Excludes

1939-40 of other than State-owned Railways—contd. (*In thousands of rupees.*)

Total capital outlay to the end of the year.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
					(*a*) Open Lines.
10,72,58	2,89,63	95,82	27,01	§14,85,04	Nizam's State.†
1,61,55	77,58	8,10	5,87	2,53,10	Bhavnagar State.
2,87,08	96,95	9,15	12,52	4,05,70	Bikaner State.
1,49,07	26,79	11,16	*Nil*	1,87,02	Gaekwar's Baroda State (Mehsana).
**74,06	35,78	2,52	1,21	**1,13,57	Gondal.
78,96	21,35	3,39	5,89	1,09,59	Jaipur State.
28,42	*Nil*	90	5	29,37	Jetalsar-Rajkot (Gondal).
2,92,58	1,90,45	3,60	10,52	4,97,15	Jodhpur.
1,20,93	33,24	5,15	4,30	1,63,62	Junagad State.
70,62	41,81	2,23	1,68	1,16,34	Morvi.
4,18,98	1,43,35	28,25	6,85	5,97,43	Mysore (including Birur-Shimoga) Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere, Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections and Arsalu-Anandapuram, Bangalore-Harihar and Yesvanthpur-Hindupur).
16,14	10,35	46	80	28,25	Porbandar State (Gondal).
1,00,79	22,47	5,32	1,15	1,29,73	Udaipur-Chitorgarh (Mewar State).
9,35	*Nil*	1,19	*Nil*	10,54	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
16,11	3,73	2,10	2,03	23,97	Cutch State.
11,63	4,43	51	*Nil*	16,57	Dholpur State.*
2,24,97	53,41	20,92	6,58	3,05,88	Gaekwar's Baroda State.
14,55	12,38	1,50	*Nil*	28,43	Kolar District (Mysore).
1,01,70	15,35	6,10	*Nil*	1,23,15	Gwalior Light.
5,92	3,15	76	*Nil*	‡‡9,83	Tarikere-Narasimharajapura Tramway (Mysore).
32,55,99	10,82,70	2,09,13	86,46	46,34,28	Total (*a*).
					(*b*) Lines under construction.
11,73	*Nil*	57	*Nil*	12,30	Tahsil Bhadra to Sadulpur (Bikaner State).
3,64	*Nil*	31	2	3,97	Anandapuram to Sagra (Mysore).
8,47	*Nil*	59	17	9,23	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
10,32	28	51	1,84	12,95	Jhunjhunu-Loharu, Sikar Bissau (Jaipur).
87	*Nil*	7	*Nil*	94	Dholpur to Rajakhera (Dholpur State).
35,03	28	2,05	2,03	39,39	Total (*b*).
32,91,02	10,82,98	2,11,18	88,49	46,73,67	Total (*y*) [(*a*)+(*b*)].

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

‡‡ Excludes the outlay on Tadasa Hebbe Tramway.

** Includes 1,51 on account of Kunkavav-Derdi Section which was opened for traffic on 19th March 1940.

2. (b)-*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
						10. INDIAN STATE LINES
(a) Open Lines.						
Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bhopal Itarsi* (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bhopal Ujjain (G. I. P.)	,,	—5	*Nil*	*Nil*	*Nil*	—5
Bina-Goona-Baran (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jammu and Kashmir (Indian State section) (N. W.)	,,	13	*Nil*	*Nil*	*Nil*	13
Jind-Panipat (Indian State section) (N. W.)	,,	1	*Nil*	*Nil*	*Nil*	1
Khanpur-Chachran (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kolar Gold Fields (M. & S. M.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Ludhiana-Dhuri-Jakhal (N. W.)	,,	15	*Nil*	*Nil*	*Nil*	15
Nagda-Ujjain (B. B. & C. I.)	,,	4	*Nil*	1	*Nil*	5
Petlad-Cambay (Anand-Tarapur section) B. B. & C. I.).	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Petlad-Cambay (Tarapur-Cambay section) B. B. & C. I.	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Rajpura-Bhatinda (N. W.)	,,	15	*Nil*	—5	*Nil*	10
Shoranur-Cochin (including Idappalli Erna-Kulam Extension) (S. I.)	,,	2,45	*Nil*	—87	*Nil*	1,58
Sirhind Rupar (N. W.)‡	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Cooch Behar State (E. B.)	3′ 3⅜″	1	*Nil*	*Nil*	*Nil*	1
Dhrangadra (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jamnagar (Jamnagar Dwarka)	,,	5	2	*Nil*	*Nil*	7
Kolhapur State (M. & S. M.)	,,	4	*Nil*	*Nil*	*Nil*	4
Okhamandal (Jamnagar Dwarka)	,,	*Nil*	2,45	*Nil*	*Nil*	2,45
Palanpur State (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	,,	—89	*Nil*	*Nil*	*Nil*	—89
Sangli State (M. & S. M.)	,,	1	*Nil*	*Nil*	*Nil*	1
Piplod Devgad Baria (B. B. & C. I.)	2′ 6″	—4	21	—17	*Nil*	*Nil*
Rajpipla State (B. B. & C. I.)†	,,	1	3	*Nil*	*Nil*	4
Total (*a*)	..	2,06	2,71	—1,08	*Nil*	3,69
(*b*) *Lines* under Construction—						
Hadmatia-Dhrol Jodiya and Jam Wanthali Kalavad Rajkot-Atkot-Jasdan Extensions (Jamnagar).	3′ 3⅜″	5,69	3	10	*Nil*	5,82
Total (*b*)	..	5,69	3	10	*Nil*	5,82
Total (10) [(*a*) + (*b*)]	..	7,75	2,74	—98	*Nil*	9,51

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay attributed by that Durbar.

† The Durbar has not yet intimated the capital outlay on the Jhagadia Netrang Ry.

‡ Includes expenditure incurred by the Patiala Durbar.

1939-40 of other than State-owned Railways--contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					(*a*) OPEN LINES.
81,30	*Nil*	12,30	*Nil*	93,60	Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.).
50,00	*Nil*	*Nil*	*Nil*	50,00	Bhopal Itarsi* (G. I. P.).
75,08	*Nil*	6,96	*Nil*	82,04	Bhopal Ujjain (G. I. P.).
93,73	18	8,24	*Nil*	1,02,15	Bina-Goona-Baran (G. I. P.).
11,30	*Nil*	60	*Nil*	11,90	Jammu and Kashmir (Indian State section). (N. W.).
15,82	*Nil*	1,73	*Nil*	17,55	Jind-Panipat (Indian State section) (N. W.).
13,48	*Nil*	88	*Nil*	14,36	Khanpur-Chachran (N. W.).
11,83	*Nil*	64	*Nil*	12,47	Kolar Gold Fields (M. & S. M.).
47,63	*Nil*	2,29	*Nil*	49,92	Ludhiana-Dhuri-Jakhal (N. W.).
21,12	*Nil*	1,74	*Nil*	22,86	Nagda-Ujjain (B. B. & C. I.).
13,68	*Nil*	83	10	14,61	Petlad-Cambay (Ad. T'pur sec.) (B. B. & C. I.).
9,12	*Nil*	33	*Nil*	9,45	Petlad-Cambay (T'pur-Caby. sec.) (B. B. & C. I.).
78,49	*Nil*	2,71	*Nil*	81,20	Rajpura-Bhatinda (N. W.).
1,01,73	63	12,07	15	1,14,58	Shoranur-Cochin (S. I.).
29,53	*Nil*	2,08	*Nil*	31,61	Sirhind Rupar (N. W.).‡
19,81	1,07	96	*Nil*	21,84	Cooch Behar State (E. B.).
14,39	4	67	*Nil*	15,10	Dhrangadra (B. B. & C. I.).
31,61	17,05	96	2,00	51,62	Jamnagar (Jamnagar Dwarka).
22,46	*Nil*	1,21	*Nil*	23,67	Kolhapur State (M. & S. M.).
25,19	16,54	2,23	1,00	44,96	Okhamandal (Jamnagar Dwarka).
5,82	*Nil*	15	*Nil*	5,97	Palanpur State (B. B. & C. I.).
60,07	5,78	7,60	*Nil*	73,45	Quilon-Trivandrum Extension (Travancore Ry. (S. I.).
1,97	*Nil*	10	*Nil*	2,07	Sangli State (M. & S. M.).
5,78	3,50	49	*Nil*	9,77	Piplod Devgad Baria (B. B. & C. I.).
14,80	3,57	1,20	*Nil*	19,57	Rajpipla State (B. B. & C. I.) †.
8,55,74	48,36	68,97	3,25	9,76,32	Total (*a*).
					(*b*) Lines under Construction —
6,10	3	11	*Nil*	6,24	Hadmatia-Dhrol Jodiya and Jam-Wanthali-Kalavad Rajkot-Atkot-Jasdan. Extensions (Jamnagar).
6,10	3	11	*Nil*	6,24	Total (*b*).
8,61,84	48,39	69,08	3,25	9,82,56	TOTAL (10) [(*a*) + (*b*)].

2. (b)—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINE						
OPEN LINES.						
Bangalore-Chick Ballapur Light (Mysore) .	2′ 6″	2	3	*Nil*	*Nil*	5
TOTAL (11) .	...	2	3	*Nil*	*Nil*	5
12. LINES IN FOREIGN TERRITORY WORKED						
OPEN LINES.						
Peralam-Karaikkal (S. I.)	3′ 3¾″	2	*Nil*	*Nil*	*Nil*	2
Pondicherry (S. I.)	,,	7	*Nil*	1	*Nil*	8
West of India Portuguese (M. & S. M.) . .	,,	‡ 86	..	..	..	‡86
TOTAL (12) .	...	95	*Nil*	1	*Nil*	96
13. TOTAL (1) TO (12) . .	...	85,39	34,51	4,73	17,73	1,42,36
14. Miscellaneous . .	...	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. Grand Total . .	...	85,39	34,51	4,73	17,73	1,42,36

‡ Represents total figure, the details not being available.

1939-40 of other than State-owned Railways—concld. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
					OPEN LINES.
8,53	6,39	1,76	*Nil*	16,68	Bangalore-Chick Ballapur Light (Mysore).
8,53	6,39	1,76	*Nil*	16,68	TOTAL (11).
BY BRITISH INDIAN RAILWAY COMPANIES.					
					OPEN LINES.
6,15	*Nil*	1,14	*Nil*	7,29	Peralam Karaikkal (S. L.).
5,83	*Nil*	37	*Nil*	6,20	Pondicherry (S. L.).
‡2,31,34	..	..	..	‡2,31,34	West of India Portuguese (M. & S. M.).
2,43,32	*Nil*	1,51	*Nil*	2,44,83	TOTAL (12).
69,47,89	17,82,55	5,44,09	1,14,39	93,88,92	13. TOTAL (1) TO (12).
8,23	*Nil*	64	*Nil*	8,87*	14. Miscellaneous.
69,56,12	17,82,55	5,44,73	1,14,39	93,97,79	15. Grand Total.

* Made up of outlay by Forest Department on the Alnavar-Dandeli Railways Rs. 8,87.

‡ Represents the total figure, details not being available.

3.—*Statement of Gross Revenue Receipts, Working Expenses and Net*

Class and Name of Railway.	Gross Revenue Receipts. For the system including worked lines.			Working For the		
	Earnings.	Suspense.	Gross Receipts Total (Cols. 2 and 3).	Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Reserve Fund.
1	2	3	4	5	6	7
STATE LINES WORKED BY THE STATE.						
East Indian	21,55,46	—22,13	21,33,33	10,63,48	1,26,28	2,47,36
Eastern Bengal	6,36,59	—2,99	6,33,60	4,67,01	24,24	86,19
North Western	16,89,78	2,61	16,92,39	9,50,47	1,64,36	2,45,98
Great Indian Peninsula	14,22,99	—5,17	14,17,82	7,20,65	59,84	1,90,36
TOTAL	59,04,82	—27,68	58,77,14	32,01,61	3,74,72	7,69,89
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.						
Assam-Bengal	2,13,35	64	2,13,99	1,27,25	36,51	41,00
Bengal-Nagpur	11,04,46	—22,36	10,82,10	6,13,41	98,52	1,30,03
Bezwada Extension and Dhone Kurnool	14,78	..	14,78	7,17	..	76
Bombay, Baroda and Central India	12,87,03	—14,04	12,72,99	6,16,95	51,77	1,24,05
Jodhpur-Hyderabad (British Section) (Jodhpur).	44,58	—4,51	40,07	22,89	4,76	2,07
Lucknow-Bareilly (R. & K.)	76,93	—58	76,35	30,81	2,58	4,41
Madras and Southern Mahratta (excluding Mysore State).	7,92,26	—4,79	7,87,47	3,95,26	49,10	89,23
South Indian (including Travancore)	5,51,26	—6,00	5,45,26	3,09,95	28,00	76,94
Tirhoot (B. & N. W.)	3,62,90	59	3,63,49	1,56,44	6,83	17,16
Railway Clearing Accounts	..	..	..	..	..	..
Controller, Railway Accounts	..	..	..	8	..	..
Contribution to Depreciation Reserve Fund (Miscellaneous.)	..	..	..	..	..	3,00
TOTAL	44,47,55	—51,05	43,96,50	22,80,21	2,78,07	4,88,65
GRAND TOTAL	1,03,52,37	—78,73	*1,02,73,64	54,81,82	6,52,79	12,58,54

* The total Railway Receipts for the year are:—

	Rs.
Gross Receipts as per Col. 4 above	1,02,73,64
Add—Miscellaneous Railway Receipts	1,57,32
Government share of surplus profits from the subsidized companies, etc.	13,63
Total Receipts	1,04,44,59

Revenue Receipts of State-owned Railways for the year 1939 40. (*In thousands of rupees.*)

EXPENSES.							
system including worked lines.		Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols. 9—10).	Payment to Worked Lines.	Net Revenue Receipts of State-owned Railways. (Cols. 4—11—12).	Percentage of Ordinary Working Expenses on Earnings. $\left(\frac{(\text{Col. } 5) \times 100}{\text{Col. } 2}\right)$	Class and Name of Railway.
Suspense.	Total. (Cols. 5 to 8).						
8	9	10	11	12	13	14	15
							STATE LINES WORKED BY THE STATE.
—1,28	14,35,84	1,26,28	13,09,56	3,37	8,20,40	49·34	East Indian.
1,33	5,78,77	24,24	5,54,53	7,75	71,32	73·36	Eastern Bengal.
2	13,60,83	1,64,36	11,96,47	27,85	(*a*)4,68,07	56·25	North Western.
—66	9,70,19	59,84	9,10,35	35,42	4,72,05	50·64	Great Indian Peninsula.
—59	43,45,63	3,74,72	39,70,91	74,39	18,31,84	54·22	Total.
							STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.
—1,94	2,02,82	36,51	1,66,31	7,75	39,93	59·65	Assam-Bengal.
—2,41	8,39,55	98,52	7,41,03	1,14	3,39,93	55·54	Bengal-Nagpur.
..	7,93	..	7,93	..	6,85	48·56	Bezwada Extension and Dhone Kurnool.
—1,85	7,90,92	51,77	7,39,15	26,86	5,06,98	47·94	Bombay, Baroda and Central India.
62	30,34	4,76	25,58	1,66	12,83	51·34	Jodhpur-Hyderabad (British Section) (Jodhpur).
8	37,88	2,58	35,30	20,11	20,94	40·05	Lucknow-Bareilly (R. & K.).
26	5,33,85	49,10	4,84,75	11,64	2,91,08	49·89	Madras and Southern Mahratta (excluding Mysore State).
—1,73	4,13,16	28,00	3,85,16	6,94	1,53,16	56·23	South Indian (including Travancore).
2,48	1,82,91	6,83	1,76,08	1,15,37	72,04	43·11	Tirhoot (B. & N. W.).
98	98	..	98	..	—98	..	Railway Clearing Accounts.
..	8	..	8	..	—8	..	Controller, Railway Accounts.
..	3,00	..	3,00	..	—3,00	..	Contribution to Depreciation Reserve Fund (Miscellaneous).
—3,51	30,43,42	2,78,07	27,65,35	1,91,47	14,39,68	51·27	TOTAL.
—4,10	73,89,05	6,52,79	*67,36,26	2,65,86	32,71,52	52·95	GRAND TOTAL.

	Receipts.	Working expenses.	Payment to worked lines.	Net Receipts.
(*a*) N. W. Railway, Commercial . .	15,53,04	10,07 02	27,85	5,18,17
N. W. Railway, Military . .	1,39,35	1,89,45	..	—50,10
Total	16,92,39	11,96,47	27,85	4,68,07

	Rs.
*The total Expenditure on Railways for the year is :—	
Working expenses as per column 11 above	67,36,26
Payment to Worked Lines	2,65,86
Add—Miscellaneous Railway Expenditure	63,03
Surplus profits paid to companies	35,37
Interest charges as per Statement 4	29,10,88
Total Expenditure	1,00,11,40

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1939-40.

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total Columns 2 and 5.	In thousands of rupees.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central. State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
1. Eastern Bengal	126,227	..	..	..	126,227	16,89	1,75,15	..	1,92,04
2. East Indian (including South Bihar).	1,929,764	..	..	..	1,929,764	2,58,26	3,28,54	4	5,86,84
3. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	367,927	..	..	..	367,927	49,26	3,92,39	..	4,41,65
4. North Western (Military)	..	..	..	..	..	..	1,30,61	..	1,30,61
5. Great Indian Peninsula	986,544	..	..	..	986,544	1,32,11	2,78,03	..	4,10,14
6. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	7,26	..	7,26
7. Total	3,410,462	..	..	..	3,410,462	4,56,52	13,11,98	4	17,68,54
State Lines worked by Companies or by Indian States.									
8. Assam-Bengal	..	45,000	..	45,000	45,000	6,00	88,10	..	94,10
9. Bengal-Nagpur	..	105,000	80,000	185,000	185,000	24,67	2,95,52	..	3,20,19
10. Bezwada (including Dhone Kurnool).	..	..	..	..	..	..	1,82	..	1,82
11. Bombay, Baroda and Central India.	388,851	60,000	34,998	94,998	483,849	65,32	1,97,50	7,50	2,70,32
12. Jodhpur (British Section) (Jodhpur).	..	..	..	..	..	..	5,35	..	5,35
13. Lucknow-Bareilly (R. & K.)	..	..	(*a*)18,880	18,880	18,880	2,17	7,58	..	9,75
14. Madras and Southern Mahratta.	362,462	175,000	..	175,000	537,462	71,66	1,53,74	..	2,25,40
15. South Indian	148,053	35,000	92,730	127,730	275,783	36,77	1,33,40	..	1,70,17
16. Tirhoot (B. & N. W.)	..	..	80,326	80,326	80,326	10,71	28,30	..	39,01
17. Total	899,366	420,000	306,934	726,934	1,626,300	2,17,30	9,11,31	7,50	11,36,11
Miscellaneous Items.									
18. Miscellaneous items	..	..	..	..	..	(*b*) 87	5,55	..	6,42
Deduct :—									
19. Interest during construction charged to Capital of the Bengal Nagpur Railway.	..	..	..	..	..	..	12	..	12
20. Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	7	..	7
21. Total	..	..	..	..	..	87	5,36	..	6,23
22. ***Grand Total***	4,309,828	420,000	306,934	726,934	5,036,762	6,74,69	22,28,65	7,54	29,10,88

(*a*) Represents interest on the State share of joint debenture stock.

(*b*) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company worked Railways.

5.—*Statement of* Capital at Charge* / Capital outlay† *Revenue Earnings and Expenses for the years 1938-39 and 1939-40.*

(In thousands of rupees.)

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *OTHER THAN* State-managed railways (Class I) included actual expenditure on 'Replacement and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur and N. S. railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to depreciation Reserve Fund' instead.

NOTE. II.—"Credits for released materials" previously accounted for under "Earnings" are booked under Depreciation Reserve Fund from 1936-37.

NOTE III.—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1s. 6d. to the rupee.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Remarks.
			‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4 (Col. 7 × 100 / Col. 4)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I.									
Assam-Bengal	3′ 3⅜″	*1938-39*	*26,25,14*	**2,04,29	*1,65,91*	*38,38*	*81·21*	*1·46*	
		1939-40	26,48,74	‡‡2,13,35	1,68,26	45,09	78·86	1·70	
Bengal and North-Western	3′ 3⅜″	*1938-39*	*22,56,46*	*3,80,77*	*1,91,35*	*1,89,42*	*50·25*	*8·39*	
		1939-40	22,84,94	3,62,90	1,84,82	1,78,08	50·93	7·79	
Bengal-Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1938-39*	*78,14,26*	*9,49,25*	*7,03,09*	*2,46,16*	*74·07*	*3·15*	
		1939-40	78,45,97	11,04,46	7,43,44	3,61,02	67·31	4·60	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1938-39*	*77,32,40*	*12,50,00*	*7,37,15*	*5,12,85*	*58·97*	*6·63*	
		1939-40	77,50,20	12,87,03	7,41,00	5,46,03	57·57	7·05	
Easten Bengal	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1938-39*	*53,00,60*	*6,07,77*	*5,02,16*	*1,05,61*	*82·62*	*1·99*	
		1939-40	53,06,46	6,36,59	5,53,20	83,39	86·90	1·57	
East Indian	5′ 6″	*1938-39*	*1,48,77,51*	*20,34,14*	*12,99,79*	*7,34,35*	*62·40*	*5·27*	
		1939-40	1,49,94,17	21,55,46	13,10,84	8,44,62	60·82	5·63	
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1938-39*	*1,17,80,17*	*13,47,77*	*9,07,77*	*4,40,00*	*67 35*	*3 74*	
		1939-40	1,17,79,70	14,22,98	9,11,01	5,11,97	64·02	4·35	
Jodhpur	3′ 3⅜″	*1938-39*	*6,24,43*	*1,21,10*	*68,21*	*52,89*	*56·33*	*8·47*	
		1939-40	6,49,31	1,38,38	76,87	61,51	55·55	9·47	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3⅜″	*1938-39*	*(a)56,21,75*	‖*7,64,33*	‖*4,89,62*	‖*2,74,71*	‖*64·10*	*4·89*	(a) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
		1939-40	(a) 56,34,60	‖8,01,71	‖4,89,26	‖3,12,45	‖61·00	5·55	
Mysore State	3′ 3⅜″ 2′ 6″ and 2′ 0″	*1938-39*	*6,46,17*	*76,24*	*53,59*	*22,65*	*70·30*	*3·50*	
		1939-40	6,56,34	82,86	56,31	26,55	67·95	4·05	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

‖ Includes Harbour receipts and expenditure.

** Excludes 7 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

‡‡ Excludes 8 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$ *Revenue Earnings and Expenses for the years 1938-39 and 1939-40* —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I—*concld.*									
Nizam's State	5′ 6″	*1938-39*	*14,97,70*	*1,60,73*	*68,85*	*91,88*	*42·83*	*8·23*	
		1939-40	15,31,01	1,67,49	72,75	94,74	43·43	8·34	
	3′ 3¾″	*1938-39*	**	*81,89*	*50,56*	*31,33*	*61·75*	**	
		1939-40	**	85,76	52,81	32,95	61·58	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1938-39*	*1,18,38,34*	*15,66,02*	*10,30,07*	*5,35,95*	*65·78*	*4·53*	
		1939-40	1,19,44,31	15,50,43	10,07,00	5,43,43	64·95	4·55	
North Western (Military)	5′ 6″, and 2′ 6″	*1938-39*	*34,01,14*	*1,31,69*	*1,91,20*	*—59,51*	*145·18*	*—1·75*	
		1939-40	33,81,71	1,39,36	1,89,45	—50,09	135·95	—1·48	
North Western (Total)	..	*1938-39*	*1,52,39,48*	*16,97,71*	*12,21,27*	*4,76,44*	*71·94*	*3·13*	
		1939-40	1,53,26,02	16,89,79	11,96,45	4,93,34	70·80	3·22	
Rohilkund and Kumaon	3′ 3¾″	*1938-39*	*4,71,88*	*74,56*	*41,06*	*33,50*	*55·07*	*7·10*	
		1939-40	4,75,91	76,93	37,19	39,74	48·34	8·35	
South Indian	5′ 6″, 3′ 3¾″ and 2′ 6″	*1938-39*	*48,37,12*	*5,46,75*	*3,78,84*	*1,67,91*	*69·29*	*3·47*	
		1939-40	48,68,53	5,51,26	3,86,88	1,64,38	70·18	3·38	
Total Class I Railways	..	*1938-39*	*8,13,25,07*	*1,03,47,30*	*68,79,22*	*34,68,08*	*66·48*	*4·26*	
		1939-40	8,17,51,90	1,07,76,95	69,81,09	37,95,86	64·78	4·64	
Class II.									
Barsi Light	2′ 6″	*1938-39*	*1,83,79*	*18,55*	*10,56*	*7,99*	*56·94*	*4·34*	
		1939-40	1,85,78	16,94	10,32	6,62	60·93	3·56	
Bengal Dooars	3′ 3¾″	*1938-39*	*1,67,52*	*19,69*	*11,73*	*7,96*	*59·57*	*4·75*	
		1939-40	1,68,71	18,92	11,41	7,51	60·30	4·45	
Bhavnagar State	3′ 3¾″	*1938-39*	*2,54,29*	*29,55*	*20,06*	*9,49*	*67·89*	*3·73*	
		1939-40	2,53,10	28,40	18,49	9,91	65·12	3·91	
Bikaner State	3′ 3¾″	*1938-39*	*4,04,69*	*51,53*	*31,40*	*20,13*	*60·93*	*4·97*	
		1939-40	4,18,00	56,45	32,52	23,93	57·61	5·72	
Darjeeling Himalayan	2′ 0″	*1938-39*	*1,08,87*	*17,14*	*12,51*	*4,63*	*72·98*	*4·25*	
		1939-40	1,09,17	17,27	12,61	4,66	73·01	4·27	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

**No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1938-39 and 1939-40* —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Remarks.
			‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class II—*concld.*									
Dibru-Sadiya	3′ 3½″	*1938-39*	*‡‡1,68,13*	*21,64*	*12,31*	*9,33*	*56·87*	*5·55*	
		1939-40	‡‡1,71,85	22,80	13,64	9,16	59·84	5·33	
Gaekwar's Baroda State	3′ 3½″	*1938-39*	*1,85,47*	*24,65*	*15,17*	*9,48*	*61·55*	*5·11*	
		1939-40	1,87,02	23,11	15,02	8,09	65·01	4·32	
	2′ 6″	*1938-39*	*3,16,15*	*23,84*	*16,63*	*7,21*	*69·75*	*2·28*	
		1939-40	3,16,42	23,60	15,99	7,61	67·76	2·41	
Gondal	3′ 3½″	*1938-39*	*1,68,41*	*26,55*	*15,75*	*10,80*	*59·32*	*6·41*	
		1939-40	1,71,19	25,11	13,98	11,13	55·68	6·50	
Jaipur State	3′ 3½″	*1938-39*	*96,71*	*15,47*	*8,21*	*7,26*	*53·07*	*7·51*	
		1939-40	1,22,54	16,81	9,20	7,61	54·75	6·21	
Jamnagar Dwarka	3′ 3½″	*1938-39*	*1,64,75*	*13,36*	*8,06*	*5,30*	*58·12*	*3·52*	
		1939-40	1,73,29	15,88	8,74	7,14	55·04	4·12	
Junagad State	3′ 3½″	*1938-39*	*1,64,08*	*19,65*	*13,06*	*6,59*	*66·48*	*4·01*	
		1939-40	1,63,62	16,89	11,27	5,62	66·75	3·43	
Morvi	3′ 3½″	*1938-39*	*1,13,51*	*18,86*	*10,84*	*8,02*	*57·46*	*7·07*	
		1939-40	1,16,34	23,15	11,02	12,13	47·59	10·43	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1938-39*	*51,30*	*9,34*	*4,71*	*4,63*	*50·45*	*9·01*	
		1939-40	51,12	9,73	5,05	4,68	51·90	9·16	
Total Class II Railways	..	*1938-39*	*25,47,67*	*3,10,32*	*1,91,00*	*1,19,32*	*61·55*	*4·68*	
		1939-40	26,08,15	3,15,06	1,89,26	1,25,80	60·07	4·82	
Class III.									
Ahmadpur Katwa	2′ 6″	*1938-39*	*20,75*	*1,06*	*1,02*	*4*	*95·88*	*0·21*	
		1939-40	20,75	1,17	1,14	3	96·98	0·17	

* † ‡ § For explanations see footnotes on opposite page.

‡‡ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of Stores, etc., for the purpose of arriving at the amount of Government Subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

5.—*Statement of* $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}\dagger}$, *Revenue Earnings and Expenses for the years 1938-39 and 1939-40* —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class III—*contd.*									
Arrah-Sasaram Light	2′ 6″	*1938-39*	*25,62*	*3,82*	*2,49*	*1,33*	*65·06*	*5·21*	
		1939-40	25,49	4,29	2,59	1,70	60·39	6·65	
Bankura Damoodar River	2′ 6″	*1938-39*	*40,11*	*1,27*	*1,42*	*—15*	*112·42*	*—0·37*	
		1939-40	40,10	1,26	1,53	—27	121·75	—0·67	
Baraset-Basirhat Light	2′ 6″	*1938-39*	*26,47*	*4,03*	*4,05*	*—2*	*100·52*	*—0·08*	
		1939-40	27,05	4,04	4,06	—2	100·58	—0·07	
Bengal Provincial	2′ 6″	*1938-39*	*15,07*	*1,05*	*97*	*8*	*92·46*	*0·52*	
		1939-40	15,06	1,01	94	7	92·83	0·48	
Bukhtiarpur-Bihar Light	2′ 6″	*1938-39*	*15,59*	*2,49*	*1,93*	*56*	*77·45*	*3·61*	
		1939-40	15,70	2,80	2,22	58	79·53	3·69	
Burdwan-Katwa	2′ 6″	*1938-39*	*20,68*	*1,29*	*1,29*	..	*99·69*	*0·02*	
		1939-40	20,72	1,33	1,37	—4	102·95	—0·19	
Cutch State	2′ 6″	*1938-39*	*23,94*	*2,79*	*1,92*	*87*	*68·94*	*3·61*	
		1939-40	23,97	3,85	2,44	1,41	63·46	5·86	
Dehri-Rohtas Light	2′ 6″	*1938-39*	*12,75*	*2,43*	*1,56*	*87*	*64·23*	*6·82*	
		1939-40	11,42	1,56	1,23	33	79·04	2·86	
Dholpur State	2′ 6″	*1938-39*	*17,51*	*1,67*	*95*	*72*	*57·01*	*4·09*	
		1939-40	17,51	1,58	1,09	49	68·78	2·82	
Futwah-Islampur	2′ 6″	*1938-39*	*19,67*	*1,21*	*96*	*25*	*79·52*	*1·26*	
		1939-40	19,61	1,30	1,12	18	86·19	0·90	
Gwalior Light	2′ 0″	*1938-39*	*1,23,17*	*8,66*	*6,27*	*2,39*	*72·40*	*1·94*	
		1939-40	1,23,15	8,80	6,68	2,12	75·91	1·72	
Howrah Amta Light	2′ 0″	*1938-39*	*31,48*	*8,90*	*6,44*	*2,46*	*72·40*	*7·80*	
		1939-40	31,36	8,39	6,41	1,98	76·35	6·32	
Howrah-Sheakhala Light	2′ 0″	*1938-39*	*8,55*	*1,89*	*1,59*	*30*	*84·08*	*3·49*	
		1939-40	8,64	1,85	1,51	34	81·79	3·90	
Jagadhri Light	2′ 0″	*1938-39*	*1,13*	*16*	*15*	*1*	*95·72*	*0·59*	
		1939-40	1,12	14	14	..	101·15	..	

* In the case of State-owned railways. †In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1938-39 and 1939-40* —concld. (In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5—6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Jorhat . .	2′ 0″	*1939***	*13,22*	*1,14*	*1,46*	*—32*	*128·32*	*—2·42*	
		1940**	13,22	1,05	1,53	—48	145·60	—3·63	
Kalighat-Falta . . .	2′ 6″	*1938-39*	*24,38*	*1,80*	*1,95*	*—15*	*108·20*	*—0·62*	
		1939-40	24,40	1,56	2,01	—45	128·86	—1·84	
Kulasekarapatnam Light‡‡	2′ 0″	*1938-39*	*4,91*	*52*	*68*	*—16*	*131·03*	*—3·27*	
		1939-40	4,55	27	70	—43	257·16	—9·44	
Matheran Light . .	2′ 0″	*1938-39*	*12,44*	*96*	*76*	*20*	*(a)79·16*	*1·60*	
		1939-40	12,44	1,04	79	25	75·93	2·01	
Tezpore-Balipara Light .	2′ 6″	*1938-39*	*4,87*	*1,59*	*1,19*	*40*	*74·85*	*8·23*	
		1939-40	4,87	1,53	1,32	21	86·71	4·16	
Trivellore Light . .	2′ 0″	*1938-39*	*1,18*	*1*	*2*	*—1*	*339·96*	*—1·37*	
		1939-40	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	
Udaipur-Chitorgarh . (Mewar State)	3′ 3⅜″	*1938-39*	*1,28,46*	*8,60*	*6,03*	*2,57*	*70·11*	*2·00*	
		1939-40	1,29,73	9,45	5,92	3,53	62·64	2·72	
Total Class III Railways	..	*1938-39*	*5,91,95*	*57,34*	*45,10*	*12,24*	*78·65*	*2·07*	
		1939-40	5,90,86	58,27	46,74	11,53	80·21	1·95	
Other items not included in the preceding heads (*b*).	..	*1938-39*	*3,17,52*	..	*3,17*	*—3,17*	..	..	
		1939-40	3,08,43	..	3,09	—3,09	..	..	
Grand Total	..	*1938-39*	*8,47,82,21*	*1,07,14,96*	*71,18,49*	*35,96,47*	*66·44*	*4·24*	
		1939-40	8,52,59,34 (*c*)	1,11,50,28	72,20,18	39,30,10	64·75	4·61	

* † ‡ § — For explanations see footnotes on opposite page.

‡‡ The railway was closed for traffic on 4-2-40.

** Figures are in respect of calendar year.

(*a*) Revised figure.

(*b*) The details for the last year are given in the Report for that year, and those for the current year are as follows (in thousands of rupees):—

	Capital at charge.
Coal Department	1,70,53
Controller of Railway Accounts' account current	1,37,90
Total	3,08,43

Gross Earnings.	1938-39	1939-40.
Nil.		
(*c*) State-owned..	7,55,25,60	7,58,61,55
Other than State-owned ..	92,56,61	93,97,79
	8,47,82,21	8,52,59,34

Working Expenses.	
+300	Contribution to Depreciation Reserve Fund (Miscellaneous).
+8	Miscellaneous Police charges.
+1	Due to rounding off.
+309	

(*d*) Information not available owing to the Railway having been closed.

6.—*Details of Gross Earnings of each Railway System for the years 1938-39 and 1939-40.*

(In thousands of rupees.)

NOTE.—"Credits for released materials" previously accounted for under "Earnings" in the case of class I Railways, are booked under "Depreciation Reserve Fund" from 1936-37.

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I.											
Assam Bengal	3′ 3⅜″	*1938-39*	*72,00*	*9,16*	*81,16*	*1,16,55*	*55*	*1,17,10*	*22*	*5,81*	*2,04,29*
		1939-40	75,82	9,39	85,21	1,17,90	2,32	1,20,22	20	7,72	2,13,35
Bengal and North-Western	3′ 3⅜″	*1938-39*	*1,43,78*	*13,02*	**1,55,90*	*2,27,79*	*1,02*	**2,12,92*	*38*	*11,57*	**3,80,77*
		1939-40	1,46,91	13,86	*1,54,80	2,10,42	1,29	*1,96,99	31	10,80	*3,62,90
	5′ 6″	*1938-39*	*1,52,79*	*31,92*	*1,84,71*	*7,17,11*	*3,32*	*7,20,43*	*31*	*10,30*	*9,15,75*
		1939-40	1,55,43	33,01	1,88,44	8,66,38	2,61	8,68,99	23	12,41	10,70,07
Bengal-Nagpur	2′ 6″	*1938-39*	*11,88*	*1,20*	*13,08*	*19,64*	*50*	*20,14*	*4*	*24*	*33,50*
		1939-40	11,81	1,23	13,04	20,79	24	21,03	5	27	34,39
	5′ 6″	*1938-39*	*2,20,07*	*52,21*	*2,72,28*	*4,35,60*	*—4,48*	*4,31,12*	*41*	*11,57*	*7,15,38*
		1939-40	2,22,32	52,18	2,74,50	4,57,24	—3,50	4,53,74	40	12,42	7,41,06
Bombay, Baroda and Central India.	3′ 3⅜″	*1938-39*	*1,78,75*	*18,60*	*1,97,35*	*3,16,62*	*67*	*3,17,29*	*44*	*8,01*	*5,23,09*
		1939-40	1,69,24	19,22	1,88,46	3,37,20	1,07	3,38,27	43	7,76	5,34,92
	2′ 6″	*1938-39*	*5,32*	*33*	*5,65*	*5,74*	*1*	*5,75*	*2*	*11*	*11,53*
		1939-40	4,97	28	5,25	5,67	1	5,68	2	10	11,05
	5′ 6″	*1938-39*	*1,29,30*	*24,83*	*1,54,13*	*2,16,70*	*6,31*	*2,23,01*	*20*	*13,69*	*3,91,03*
		1939-40	1,30,85	27,25	1,58,10	2,20,74	99	2,21,73	16	23,50	4,03,49
Eastern Bengal	3′ 3⅜″	*1938-39*	*76,78*	*7,59*	*84,37*	*1,26,58*	*88*	*1,27,46*	*19*	*4,72*	*2,16,74*
	and 2′ 6″	1939-40	83,61	8,51	92,12	1,33,58	65	1,34,23	20	6,55	2,33,10
East Indian	5′ 6″	*1938-39*	*5,41,79*	*72,61*	*6,14,40*	*14,18,67*	*4,33*	*14,23,00*	*1,32*	*45,42*	*20,84,14*
		1939-40	5,24,76	77,79	6,02,55	15,03,84	6,85	15,10,69	1,18	41,04	21,55,46
	5′ 6″	*1938-39*	*3,37,27*	*96,24*	*4,33,51*	*8,69,34*	*7,06*	*8,76,40*	*1,01*	*28,41*	*13,39,33*
Great Indian Peninsula		1939-40	3,37,80	1,19,32	4,57,12	9,23,76	6,33	9,30,09	91	27,15	14,15,27
	2′ 6″	*1938-39*	*2,78*	*24*	*3,02*	*5,30*	*3*	*5,33*	*1*	*8*	*8,44*
		1939-40	2,70	24	2,94	4,67	2	4,69	1	7	7,71
Jodhpur	3′ 3⅜″	*1938-39*	*41,35*	*5,67*	*47,02*	*—69,16*	*23*	*69,39*	*23*	*4,46*	*1,21,10*
		1939-40	41,59	5,23	46,82	85,77	50	86,27	25	5,04	1,38,38
	5′ 6″	*1938-39*	*1,25,90*	*62,01*	*1,87,91*	*2,97,70*	*1,36*	*2,99,06*	*14*	*7,00*	*4,64,11*
Madras and Suthern Mahratta.		1939-40	1,24,40	34,27	1,58,67	3,13,81	1,28	3,15,09	12	7,28	4,81,16
	3′ 3⅜″	*1938-39*	*73,66*	*10,93*	*84,59*	*‡2,10,23*	*67*	*‡2,10,90*	*20*	*4,53*	*‡ 3,00,22*
		1939-40	78,49	10,99	89,48	‡2,25,19	71	‡2,25,90	19	4,98	‡3,20,55
Mysore State	3′ 3⅜″	*1938-39*	*28,50*	*3,25*	*31,75*	*39,17*	*50*	*39,67*	*4*	*1,19*	*72,65*
		1939-40	30,10	3,04	33,14	44,27	47	44,74	4	1,14	79,06
	2′ 6″ and 2′ 0″	*1938-39*	*2,05*	*8*	*2,13*	*1,43*	*1*	*1,44*	..	*2*	*3,59*
		1939-40	2,08	12	2,20	1,54	1	1,55	..	5	3,80
	5′ 6″	*1938-39*	*32,57*	*8,85*	*41,42*	*1,16,22*	*59*	*1,16,81*	*40*	*2,10*	*1,60,73*
Nizam's State		1939 40	31,96	10,00	41,96	1,22,32	98	1,23,30	34	1,89	1,67,49
	3′ 3⅜″	*1938-39*	*28,98*	*3,20*	*32,18*	*47,73*	*31*	*48,04*	*20*	*1,47*	*81,69*
		1939-40	29,35	3,31	32,66	50,60	1,08	51,68	20	1,22	85,76
	5′ 6″	*1938-39*				*9,88,19*	*10,38*	*9,98,57*	*1,77*	*35,15*	*15,37,56*
North Western (Commercial)		1939-40	§	§	§	9,65,49	13,54	9,79,03	1,93	36,21	15,19,68
	2′ 6″	*1938-39*				*15,29*	*63*	*15,92*	*3*	*—52*	*28,48*
		1939-40	§	§	§	16,49	38	16,87	4	30	30,75
	5′ 6″	*1938-39*	§	§	§	*76,39*	*70*	*77,09*	*16*	*2,55*	*1,26,62*
North Western (Military)		1939-40	§	§	§	82,56	90	83,46	20	1,89	1,33,71
	2′ 6″	*1938-39*	§	§	§	*2,91*	*5*	*2,96*	*2*	*18*	*5,07*
		1939-40									
	5′ 6″ and 2′ 6″	*1938-39*	*4,69,90*	*93,93*	*5,63,83*	3,37 *10,82,78*	6 *11,76*	3,43 *10,94,54*	1 *1,98*	19 *37,36*	5,65 *16,97,71*
North Western (Total)		1939-40	4,64,19	1,02,04	5,66,23	10,67,91	14,88	10,82,79	2,18	38,59	16,89,79
Rohilkhand and Kumaon	3′ 3⅜″	*1938-39*	*25,14*	*3,49*	*28,63*	*42,42*	*24*	*42,66*	*6*	*3,21*	*74,56*
		1939-40	26,58	3,38	29,96	43,36	28	43,64	5	3,28	76,93

* Excluding the Cawnpore Barhwal (3′ 3⅜″ gauge) Link earnings, which as to details, are included with the Bengal and North Western Railway, and totals with the sundry earnings of the E. I. Railway.

‡ Includes Mormugao Harbour earnings.

§ Figures not required.

6.—*Details of Gross Earnings of each Railway System for the years 1938-39 and 1939-40*—contd.

(In thousands of rupees.)

Railway System.	Gauge	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I—*contd.*											
South Indian	5' 6"	1938-39	57,21	21,30	65,71	1,29,89	78	1,21,77	9	3,61	1,94,21
		1939-40	54,92	11,22	66,14	1,26,51	81	1,27,32	9	3,27	1,96,32
	3' 3¾"	1938-39	1,57,92	14,55	1,72,44	1,64,12	1,61	1,65,85	35	11,60	3,50,14
		1939-40	1,48,92	14,66	1,63,58	1,75,23	1,78	1,77,01	20	11,48	3,52,27
	2' 0"	1938-39	1,29	6	1,35	1,03	1	1,01	Nil	1	2,40
		1939-40	94	7	1,01	1,14	1	1,15	Nil	1	2,17
Total Class I Railways	..	1938-39	29,32,26	5,35,25	34,31,55	66,68,67	38,34	66,91,12	8,14	2,16,49	1,03,47,30
		1939-40	28,09,74	5,60,61	34,54,38	70,59,84	41,67	70,86,79	7,76	2,28,02	1,07,76,95
CLASS II.											
Barsi Light	2' 6"	1938-39	8,94	84	8,88	9,16	10	9,26	4	37	18,55
		1939-40	6,88	68	7,56	8,86	14	9,00	3	35	16,94
Bengal Duoars	3' 3¾"	1938-39	3,26	75	4,01	15,35	3	15,38	2	28	19,69
		1939-40	3,45	73	4,21	14,38	3	14,44	1	26	18,92
Bhavnagar State	3' 3¾"	1938-39	14,31	1,38	15,69	13,11	9	13,20	23	43	29 55
		1939-40	13,86	1,34	15,20	12,26	12	12,38	38	44	28,40
Bikaner State	3' 3¾"	1938-39	18,02	1,80	19,82	38,61	8	38,72	17	82	51,53
		1939-40	17,95	2,21	20,16	35,28	11	35,39	19	71	56,45
Darjeeling-Himalayan	2' 0"	1938-39	2,57	2,05	4,06	11,87	4	11,91	2	34	17,14
		1939-40	2,71	1,91	4,62	12,34	4	12,38	2	35	17,27
Dibru-Sadiya	3' 3¾"	1938-39	3,35	61	3,96	16,81	1	16,82	2	32	21,61
		1939-40	3,43	58	4,01	17,09	3	18,02	1	76	22,80
Gackwar's Baroda State	3' 3¾"	1938-39	13,81	83	14,69	9,25	—4	9,11	5	86	24,65
		1939-40	13,45	85	14,30	8,25	5	8,30	8	43	23,11
	2' 6"	1938-39	9,77	59	10,36	12,45	4	12,47	10	91	23,84
		1939-40	9,82	58	10,40	11,81	14	11,95	16	1,09	23,60
Gondal	3' 3¾"	1938-39	11,89	1,37	12,26	12,22	4	12,26	14	1,19	25,65
		1939-40	9,94	1,24	11,18	12,11	4	12,15	19	1,59	25,11
aipur State	3' 3¾"	1938-39	6,95	80	7,75	7,53	4	7,57	3	12	15 47
		1939-40	6,85	49	7,34	9,19	6	9,25	2	20	16,81
Jamnagar Dwarka	3' 3¾"	1938-39	5,82	44	6,26	6,78	2	6,80	3	77	13,86
		1939-40	5,86	99	6,85	8,28	5	8,33	4	66	15,88
Junagad State	3' 3¾"	1938-39	9,62	65	9,67	9,46	3	9,49	7	42	19 65
		1939-40	8,48	60	9,08	7,37	3	7,40	9	32	16,81
Morvi	3' 3¾"	1938-39	8,48	1,24	9,72	8,73	2	8,75	11	28	19,86
		1939-40	8,50	1,38	9,88	12,68	4	12,72	30	35	23,15
Shahdara (Delhi) Saharanpur Light.	2' 6"	1938-39	4,77	14	4,91	4,16	5	4,21	Nil	22	9,31
		1939-40	4,73	18	4,91	4,75	—10	4,65	Nil	17	9,73
Total Class II Railways	..	1938-39	1,19,56	13,32	1,32,88	1,63,16	55	1,63,65	1,03	7,70	3,40,72
		1939-40	1,15,94	13,76	1,29,70	1,78,55	78	1,76,33	1,42	7,51	3,15,06
CLASS III.											
Ahmadpur-Katwa	2' 6"	1938-39	77	3	80	25	Nil	25	Nil	1	1,06
		1939-40	84	3	87	29	Nil	29	Nil	1	1,17
Arrah-Sasaram	2' 6"	1938-39	2,70	5	2,74	1,34	1	1,35	Nil	3	4,12
		1939-40	2,69	9	2,78	1,47	..	1,47	Nil	4	4,29
Bankura Damoodar River	2' 6"	1938-39	65	3	68	37	Nil	37	Nil	1	1,06
		1939-40	69	3	72	52	Nil	52	..	2	1,26
Baraset-Basirhat Light	2' 6"	1938-39	2,81	16	3,15	85	Nil	85	..	3	4,03
		1939-40	2,82	14	2,96	1,06	Nil	1,06	..	2	4,04
Bengal Provincial	2' 6"	1938-39	63	4	67	23	Nil	23	..	15	1,05
		1939-40	62	3	65	21	..	21	..	15	1,01
Bukhtiarpur Bihar Light	2' 6"	1938-39	1,50	5	1,55	88	3	91	Nil	3	2,49
		1939-40	1,96	5	2,01	77	..	77	Nil	2	2,80

6.—*Details of Gross Earnings of each Railway System for the years 1938-39 and 1939-40*—concld.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS III—*contd.*											
Burdwan Katwa	2′ 6″	*1938-39*	*90*	*4*	*94*	*30*	*Nil*	*30*	*Nil*	*5*	*1,29*
		1939-40	92	5	97	29	Nil	29	..	7	1,33
Cutch State	2′ 6″	*1938-39*	*1,30*	*41*	*1,71*	*53*	*15*	*98*	..	*10*	*2,79*
		1939-40	1,46	62	2,08	1,38	27	1,65	..	12	3,85
Dehri-Rohtas Light	2′ 6″	*1938-39*	*28*	*1*	29	*2,08*	*2*	*2,10*	*1*	*3*	*2,43*
		1939-40	29	2	31	1,14	1	1,15	1	9	1,56
Dholpur State	2′ 6″	*1938-39*	*57*	*2*	*59*	*1,05*	*Nil*	*1,05*	*1*	*2*	*1,67*
		1939-40	47	3	50	1,04	Nil	1,04	1	3	1,58
Futwah-Islampur	2′ 6″	*1938-39*	*90*	*2*	*92*	*24*	*3*	*27*	*Nil*	*2*	*1,21*
		1939-40	92	2	94	30	3	33	Nil	3	1,30
Gwalior Light	2′ 0″	*1938-39*	*3,11*	*26*	*3,37*	*4,90*	*16*	*5,06*	*9*	*14*	*8,66*
		1939-40	3,05	23	3,28	5,04	14	5,18	12	22	8,80
Howrah-Amta Light	2′ 0″	*1938-39*	*6,04*	*34*	*6,98*	*1,89*	*Nil*	*1,89*	..	*3*	*8,90*
		1939-40	6,29	40	6,69	1,67	Nil	1,67	..	3	8,39
Howrah-Sheakhala Light	2′ 0″	*1938-39*	*1,19*	*41*	*1,60*	*28*	*Nil*	*28*	*Nil*	*1*	*1,89*
		1939-40	1,14	42	1,56	28	Nil	28	Nil	1	1,85
Jagadhri Light	2′ 0″	*1938-39*	*6*	*1*	*7*	*8*	*Nil*	*8*	*Nil*	*1*	*16*
		1939-40	5	..	5	8	Nil	8	Nil	1	14
Jorhat	2′ 0″	*1938-39*	†	†	†	†	†	†	†	†	*1,14*
		1939-40	†	†	†	†	†	†	†	†	1,05
Kalighat-Falta	2′ 6″	*1938-39*	*1,28*	*2*	*1,30*	*44*	*Nil*	*44*	*Nil*	*6*	*1,80*
		1939-40	1,21	2	1,23	28	Nil	28	..	5	1,56
Kulasekarapatnam Light‡	2′ 0″	*1938-39*	*37*	..	*37*	*14*	*Nil*	*14*	*Nil*	*1*	*52*
		‡1939-40	17	..	17	10	Nil	10	..	..	27
Mutheran Light	2′ 0″	*1938-39*	*63*	*11*	*74*	*11*	*Nil*	*11*	*Nil*	*11*	*96*
		1939-40	68	13	81	11	Nil	11	..	12	1,04
Tezpore-Balipara Light	2′ 6″	*1938-39*	*42*	*12*	*54*	*89*	*Nil*	*89*	*1*	*15*	*1,59*
		1939-40	36	15	51	96	Nil	96	1	5	1,53
Trivellore Light	2′ 0″	*1938-39*	*1*	†	*1*	†	†	†	†	†	*1*
		1939-40	*	*	*	*	*	*	*	*	*
Udaipur Chittorgarh (Mewar State).	3′ 3 3/8″	*1938-39*	*5,06*	*52*	*5,58*	*2,84*	*3*	*2,87*	*3*	*12*	*8,60*
		1939-40	4,94	59	5,53	3,78	4	3,82	3	7	9,45
Total Class III Railways	..	*1938-39*	*31,65*	*2,65*	*34,30*	*20,19*	*43*	*20,62*	*15*	*1,13*	*57,34*
		1939-40	31,57	3,05	34,62	20,77	49	21,26	18	1,16	58,27
Other items not included in the preceding heads.§	..	*1938-39*	..	..	..	..	..	..	..	..	..
		1939-40	..	..	..	..	..	..	..	..	..
GRAND TOTAL	..	*1938-39*	*30,73,41*	*5,31,22*	*35,98,73*	*68,56,96*	*39,32*	*68,80,39*	*9,32*	*2,25,38*	*1,07,14 96*
		1939-40	30,47,25	5,77,42	36,18,70	72,56,16	42,94	72,84,38	9,36	2,36,79	1,11,50,28

* Information not furnished as the railway was closed to traffic early in 1939.

† Information not furnished.

‡ The Railway was closed for traffic on 4-2-1940.

§ For details see foot-note in statement No. 5 for the year concerned.

SECTION B.

7.—Details of Working Expenses of each Railway system for the years 1938-39 and 1939-40.

7.—*Details of Working Expenses of each Railway*

NOTE 1.—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway systems)

NOTE 2.—The figures in columns 4 to 19 of class I railways for 1938-39 are not comparable with those of 1939-40 as in the latter in column 20 in the year

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3′ 3⅜″	*1938-39*	*27,52*	*13·47*	*35,34*	*17·30*	*11,78*	*5·77*	*6,31*	*3·09*
		1939-40	55,61	26·07	39,76	18·63	16,73	7·84	7,47	3·50
Bengal and North-Western	3′ 3⅜″	*1938-39*	*27,33*	*7·18*	*49,68*	*13·05*	*13,98*	*3·44*	*7,33*	*1·92*
		1939-40	44,49	12·23	51,78	14·27	18,75	5·17	7,17	1·98
Bengal-Nagpur	5′ 6″	*1938-39*	*75,71*	*8·27*	*1,63,20*	*17·82*	*72,23*	*7·89*	*25,19*	*2·75*
		1939-40	*1,38,07	12·90	1,83,77	17·17	1,34,78	12·60	*26,92	2·52
	2′ 6″	*1938-39*	*9,10*	*27·17*	*14,47*	*43·21*	*5,36*	*15·99*	*93*	*2·78*
		1939-40	14,97	43·54	18,45	53·63	7,19	20·91	94	2·74
Bombay, Baroda and Central India.	5′ 6″	*1938-39*	*43,39*	*6·07*	*92,85*	*13·96*	*36,91*	*5·16*	*41,11*	*5·75*
		1939-40	77,15	10·41	1,02,21	13·79	85,28	11·51	42,18	5·69
	3′ 3⅜″	*1938-39*	*31,01*	*5·93*	*98,27*	*18·79*	*31,06*	*5·94*	*13,32*	*2·55*
		1939-40	48,63	9·09	1,09,17	20·41	48,98	9·15	14,28	2·67
	2′ 6″	*1938-39*	*1,50*	*13·00*	*3,17*	*27·51*	*84*	*7·28*	*12*	*1·05*
		1939-40	2,32	21·02	3,38	30·58	1,10	9·97	13	1·15
Eastern Bengal	5′ 6″	*1938-39*	*51,69*	*13·20*	*74,39*	*19·29*	*26,11*	*6·68*	*14,09*	*3·60*
		1939-40	1,26,94	31·50	81,99	20·36	43,21	10·70	14,42	3·57
	3′ 3⅜″	*1938-39*	*26,11*	*12·10*	*34,66*	*16·10*	*15,90*	*7·38*	*6 99*	*3·24*
		1939-40	39,97	17·20	39,70	17·10	23,85	10·30	7,65	3·30
	2′ 6″	*1938-39*	*21*	*15·70*	*48*	*36 40*	*8*	*6 43*	*2*	*1·75*
		1939-40	27	21·50	56	44·60	23	18·90	2	1·75
East Indian	5′ 6″	*1938-39*	*1,43,86*	*6·90*	*3,31,94*	*15·93*	*1,26,79*	*6·08*	*58,38*	*2·80*
		1939-40	2,69,45	12·51	3,79,27	17·60	1,98,33	9·20	61,49	2·85
Great Indian Peninsula	5′ 6″	*1938-39*	*92,68*	*6·92*	*2,12,49*	*15·87*	*75,77*	*5·66*	*1,16,06*	*8·66*
		1939-40	1,88,02	13·28	2,40,14	16·97	1,17,06	8·27	1,34,61	9·51
	2′ 6″	*1938-39*	*1,13*	*13·36*	*1,87*	*22·15*	*53*	*6·28*	*2*	*0·24*
		1939-40	1,17	15·22	1,96	25·26	35	4·55	†	0·13
Jodhpur	3′ 3⅜″	*1938-39*	*10,36*	*8·55*	*19,27*	*15·92*	*6,36*	*5·25*	*3,04*	*2·51*
		1939-40	24,16	17·46	21,67	15·66	6,84	4·94	3,08	2·22

* Rs. 1,82,000 on account of expenditure on the maintenance of Electrical Signal apparatus, appears under Abstract A instead of Abstract II due to wrong booking by the Railway.

† Less than one thousand.

System for the years 1938-39 and 1939-40. (In thousands of rupees.)

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur include the figures of 'Appropriation to Depreciation Reserve Fund' instead.
year Appropriation to Depreciation Reserve Fund, has been distributed over the various abstracts, whereas, it was shown separately 1938-39.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		§*Appropriation to Depreciation Reserve fund.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22	23	24
												CLASS I.
4,00	*1·96*	*20,06*	*9·82*	*10,94*	*5·35*	*9,51*	*4·65*	*40,45*	*19·80*	*1,65,91*	*81·21*	Assam-Bengal.
7,32	3·43	20,51	9·61	10,86	5·09	10,00	4·69	..	..	1,68,26	78·86	
7,51	*1·97*	*33,33*	*8·75*	*13,15*	*3·45*	*8,07*	*2·12*	*§31,37*	*8·37*	*1,91,35*	*50·25*	Bengal and North-Western.
7,22	1·99	34,53	9·52	13,08	3·60	7,89	2·17	..	..	1,84,82	50·93	
6,62	*0·72*	*1,02,67*	*11·21*	*39,50*	*4·31*	*47,67*	*5·21*	*1,20,11*	*13·12*	*6,52,95*	*71·30*	Bengal-Nagpur.
8,26	0·77	1,05,42	9·85	41,60	3·89	51,61	4·82	..	..	6,90,43	64·52	
—	..	*6,62*	*19·75*	*2,85*	*8·49*	*1,58*	*4·71*	*9,23*	*27·57*	*50,14*	*149·67*	
—	—	7,05	20·50	2,61	7·58	1,80	5·24	..	..	53,01	154·14	
—	—	*66,11*	*9·24*	*25,90*	*3·62*	*28,23*	*3·95*	*84,59*	*11·82*	*4,26,09*	*59·56*	Bombay, Baroda and Central India.
—	—	64,65	8·72	26,61	3·59	27,97	3·78	..	..	4,26,05	57·49	
—	—	*47,61*	*9·10*	*21,14*	*4·04*	*21,82*	*4·17*	*38,47*	*7·35*	*3,02,70*	*57·87*	
—	—	45,41	8·49	20,69	3·87	18,66	3·49	..	..	3,05,82	57·17	
—	—	*1,42*	*12·38*	*58*	*5·05*	*14*	*1·25*	*59*	*5·07*	*8,36*	*72·58*	
—	—	1,34	12·13	60	5·40	26	2·37	..	..	9,13	82·62	
..	..	*63,61*	*16·30*	*21,27*	*5·44*	*24,31*	*6·22*	*56,83*	*14·50*	*3,32,71*	*85·10*	Eastern Bengal.
..	..	67,47	16·70	23,14	5·74	29,89	7·41	..	..	3,87,06	95·90	
5,01	*2·34*	*29,85*	*13·90*	*11,14*	*5·17*	*9,67*	*4·49*	*28,36*	*13·40*	*1,68,22*	*78·10*	
6,32	2·72	20,09	12·60	9,32	4·02	8,87	3·83	..	..	1,64,77	71·10	
—	..	*20*	*14·80*	*7*	*5·32*	*5*	*3·87*	*12*	*8·96*	*1,23*	*93·20*	
—	—	20	15·90	5	4·16	4	3·27	..	..	1,37	110·10	
1,79	*0·09*	*2,27,38*	*10·91*	*73,87*	*3·54*	*88,31*	*4·26*	*2,46,97*	*11·85*	*12,99,79*	*62·40*	East Indian.
1,98	0·09	2,27,24	10·54	75,71	3·51	97,37	4·52	..	..	13,10,84	60·82	
—	—	*1,15,42*	*8·62*	*43,48*	*3·25*	*56,32*	*4·20*	*1,91,26*	*14·28*	*9,03,48*	*67·46*	Great Indian Peninsula.
—	—	1,26,61	8·95	43,93	3·10	56,46	3·99	..	..	9,06,83	64·07	
..	..	*66*	*7·72*	..	..	8	*0·94*	..	..	*4,29*	*50·69*	
..	..	63	8·15	..	..	7	0·95	..	..	4,18	54·26	
—	—	*9,61*	*7·94*	*4,53*	*3·74*	*6,50*	*5·37*	*§8,54*	*7·05*	*68,21*	*56·33*	Jodhpur.
—	—	10,17	7·35	4,39	3·18	6,56	4·74	..	..	76,87	55·55	

§ Includes replacements and renewals expenditure for other than State owned portions as under :—

	1938-39.
B. & N. W. Railway (coy.'s portion)	.. Rs. 14,96
Jodhpur Railway (Durbar lines)	.. Rs. 6,57

7.—*Details of Working Expenses of each Railway*

NOTE 1.—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included and N. S. rail ays in respect of other than State-owned portions of their railway

NOTE 2.—The figures in columns 4 to 19 of Class I Railways for 1938-39 are not comparable with those of 1939-40 as in the latter column 20 in the

Railway System.	Gauge	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
Madras and Southern Mahratta.	5′ 6″	*1938-39* .	*27,49*	*5·92*	*92,14*	*19·90*	*22,32*	*4·81*	*11,94*	*2·57*
		1939-40 .	58,90	12·20	1,06,12	22·10	33,45	6·95	11,98	2·49
	3′ 3⅜″	*1938-39* .	*24,62*	*8·20*	*63,45*	*21·10*	*11,00*	*3·66*	*7,95*	*2·65*
		1939-40	40,48	12·60	67,27	21·00	29,64	9·25	7,97	2·49
Mysore State .	3′ 3⅜″	*1938-39* .	*6,65*	*9·16*	*16,93*	*23·30*	*2,58*	*3·55*	..	..
		1939-40 .	10,45	13·21	20,56	26·00	7,03	8·90	1,01	1·27
	2′ 6″	*1938-39* .	*29*	*9·04*	*75*	*23·10*	*12*	*3·57*	..	..
		1939-40 .	37	10·75	86	24·95	28	8·13	4	1·16
	2′ 0″	*1938-39* .	*3*	*8·72*	*7*	*21·93*	*1*	*3·58*	..	..
		1939-40 .	5	14·06	10	26·83	1	3·20	1	2·95
Nizam's State .	5′ 6″	*1938-39* .	*10,73*	*6·70*	*16,93*	*10·57*	*5,46*	*3·40*	..	..
		1939-40 .	13,00	7·76	20,92	12·49	12,65	7·56	2,18	1·30
	3′ 3⅜″	*1938-39* .	*3,41*	*10·28*	*12,66*	*15·46*	*4,17*	*5·09*	..	..
		1939-40 .	10,31	12·03	13,54	15·80	7,64	8·90	1,92	2·24
North Western (Commercial).	5′ 6″	*1938-39* .	*1,06,09*	*6·90*	*3,07,06*	*19·97*	*92,14*	*5·99*	*44,83*	*2·92*
		1939-40 .	2,05,35	13·51	3,16,00	20·79	1,32,00	8·69	53,72	3·53
	2′ 6″	*1938-39* .	*5,51*	*19·38*	*11,46*	*40·27*	*3,66*	*12·88*	*1,30*	*4·55*
		1939-40 .	12,56	40·87	12,90	41·95	4,22	13·72	1,78	5·78
North Western (Military)	5′ 6″	*1938-39* .	*22,21*	*17·54*	*49,92*	*39·42*	*10,52*	*8·30*	*5,81*	*4·59*
		1939-40 .	48,53	36·30	59,14	44·23	21,21	15·83	7,05	5·28
	2′ 6″	*1938-39* .	*3,39*	*76·68*	*3,38*	*76·62*	*65*	*12·83*	*53*	*10·52*
		1939-40 .	9,77	172·91	4,31	76·22	1,24	22·00	50	8·88
North Western (Total) .	..	*1938-39* .	*1,37,70*	*8·11*	*3,72,32*	*21·93*	*1,06,97*	*6·30*	*52,47*	*3·09*
		1939-40 .	2,76,21	16·34	3,92,35	23·22	1,58,67	9·39	63,05	3·73
Rohilkund and Kumaon .	3′ 3⅜″	*1938-39* .	*5,99*	*8·04*	*13,19*	*17·68*	*2,77*	*3·71*	*66*	*0·88*
		1939-40 .	9,26	12·03	14,51	18·87	3,43	4·46	61	0·79
South Indian .	5′ 6″	*1938-39* .	†	†	†	†	†	†	..	..
		1939-40 .	24,33	12·36	47,08	23·92	9,64	4·90	4,04	2·05
	3′ 3⅜″	*1938-39* .	*‡40,10*	*‡7·33*	*‡1,22,15*	*‡22·34*	*‡17,55*	*‡3·21*	*19,00*	*3·48*
		1939-40	69,77	19·81	82,41	23·39	26,84	7·61	15,77	4·48
	2′ 6″	*1938-39* .	†	†	†	†	†	†	..	..
		1939-40 .	1,38	63·75	1,27	58·70	35	16·23	16	7·35
TOTAL CLASS I RAILWAYS	..	*1938-39* .	*8,03,57*	*7·76*	*18,50,22*	*17·88*	*5,95,30*	*5·76*	*3,84,93*	*3·72*
		1939-40 .	15,45,64	14·34	20,40,80	18·94	9,92,31	9·21	4,29,10	3·98

† Included with 3′ 3⅜″ gauge.
‡ Includes 5′ 6″ and 2′ 6″ Gauges.

System for the years 1938-39 and 1939-40. (In thousands of rupees.)—contd

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur systems) include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

year Appropriation to Depriciation Reserve Fund, has been distributed over the various abstracts, whereas, it was shown separately in year 1938-39.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		§*Appropriation to Depreciation Reserve Fund.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent of gross earnings	
12	13	14	15	16	17	18	19	20	21	22	23	24
												CLASS I—*concld.*
...	..	*33,86*	*8·37*	*18,79*	*4·05*	*22,88*	*4·93*	*55,88*	*12·00*	*2,90,30*	*62·60*	
...	..	34,65	7·20	18,48	3·84	22,56	4·69	..	..	2,85,14	59 50	Madras and Southern Mahratta.
6,30	*2·10*	*26,80*	*8·93*	*13,00*	*4·33*	*12,29*	*4·09*	*33,91*	*11·30*	¶*1,99,32*	*66·40*	
4,77	1·49	28,09	8·76	12,83	4·00	12,07	3·76	..	..	¶2,03,12	63·40	
..	..	*8,63*	*11·87*	*4,03*	*5·55*	*2,36*	*3·25*	*10,06*	*13·85*	*51,24*	*70·53*	
..	..	8,78	11·10	3,57	4·52	2,49	3·15	..	..	*53,89	68·15	
..	..	*37*	*11·53*	*18*	*5·51*	*10*	*3·01*	*33*	*10·26*	*2,14*	*66·02*	Mysore State.
..	..	37	10·75	16	4·65	11	3·20	..	..	2,19	63·59	
..	..	*4*	*10·55*	*2*	*5·16*	*1*	*2·31*	*3*	*8·88*	*21*	*61·13*	
..	..	4	11·10	1	2·95	1	3·38	..	..	23	64·47	
...	..	*11,12*	*6·92*	*8,52*	*5·33*	*4,40*	*2·74*	§*11,53*	*7·17*	*68,85*	*42·83*	
..	..	11,72	6·99	7,57	4·52	4,71	2·81	..	..	72,75	43·43	Nizam's State.
...	..	*8,42*	*10·28*	*7,32*	*8·94*	*3,26*	*3·98*	§*6,32*	*7·72*	*50,56*	*61·75*	
...	..	10,09	11·76	5,85	6·81	3,46	4·04	..	..	52,81	61·58	
...	..	*1,40,36*	*9·13*	*61,27*	*3·98*	*59,32*	*3·86*	*1,80,46*	*11·74*	*9,91,53*	*64·49*	
...	..	1,31,87	8·68	68,82	4·53	60,03	3·95	..	..	9,67,79	63·68	North Western (Commercial).
..	..	*5,19*	*13·24*	*1,05*	*3·70*	*2,05*	*7·20*	*8,32*	*29·25*	*38,54*	*135·47*	
..	..	5,05	16·41	1,07	3·49	1,63	5·30	..	..	39,21	127·52	
...	..	*18,34*	*14·48*	*9,04*	*7·14*	*7,26*	*5·74*	*49,32*	*38·95*	*1,72,42*	*136·16*	
...	..	17,32	12·95	10,22	7·64	7,51	5·62	..	..	1,70,98	127·88	North Western (Military).
..	..	*1,61*	*31·83*	*55*	*10·81*	*43*	*8·40*	*7,24*	*142·84*	*18,78*	*370·53*	
..	..	1,60	28·42	61	10·85	44	7·72	..	..	18,47	326·98	
..	..	*1,65,50*	*9·75*	*71,91*	*4·24*	*69,06*	*4·07*	*2,45,34*	*14·45*	*12,21,27*	*71·94*	North Western (Total).
..	..	1,55,84	9·22	80,72	4·78	69,61	4·12	..	..	11,96,45	70·80	
...	..	*4,16*	*5·53*	*3,83*	*5·14*	*1,79*	*2·40*	§*8,67*	*11·63*	*41,06*	*55·07*	Rohilkund and Kumaon.
...	..	4,15	5·39	3,66	4·76	1,57	2·04	..	..	37,19	48·34	
†	†	†	†	†	†	†	†	†	†	*1,12,97*	*58·17*	
..	..	13,04	6·63	8,14	4·13	8,47	4·30	..	..	1,14,74	58·29	
‡*2,88*	‡*9·53*	‡*47,05*	‡*8·60*	‡*25,14*	‡*4·60*	‡*23,46*	‡*5·21*	‡*76,51*	‡*13·99*	*2,61,57*	*74·70*	South Indian.
3,09	0·88	33,32	9·46	16,41	4·66	20,44	5·80	..	..	2,68,05	76·09	
†	†	†	†	†	†	†	†	†	†	*4,30*	*179·19*	
..	..	63	28·98	22	10·29	8	3·71	..	..	4,09	189·01	
34,14	*0·33*	*10,35,50*	*10·01*	*4,21,22*	*4·07*	*4,47,37*	*4·32*	*13,06,47*	*12·63*	*68,79,22*	*66·48*	TOTAL CLASS I RAILWAYS.
38,96	0·36	10,41,04	9·66	4,30,21	3·99	4,63,03	4·30	..	..	69,81,09	64·78	

* Includes Rs. 11 being expenditure pertaining to Bus Service.
† Included with 3' 3½" gauge.
‡ Includes 5' 6" and 2' 6" gauges.
¶ Includes Mormugao Harbour Expenses shown under columns 12 and 13.
§ Includes Replacements and Renewals expenditure in 1938-39 for other than State-owned portions as under :—
Nizam's State Ry. (H. E. H.'s Govt. lines) Rs.17,09 (B. G. Rs. 11,23 & M.G. Rs. 5,86).
R. & K. Ry. (Coy's portion)..... .....Rs. 4,36.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light	2′ 6″	*1938-39*	*1,59*	*8·57*	*3,23*	*17·44*	*87*	*4·70*	..	..
		1939-40	1,50	8·87	3,21	18·95	78	4·61	..	..
Bengal Dooars	3′ 3⅜″	*1938-39*	*2,70*	*13·71*	*2,78*	*14·12*	*93*	*4·72*	..	..
		1939-40	3,07	16·23	2,35	12·42	68	3 60	..	..
Bhavnagar State	3′ 3⅜″	*1938-39*	*3,49*	*11·79*	*7,41*	*25·08*	*1,74*	*5·90*	*1,00*	*3·38*
		1939-40	3,11	10·96	6,41	22·57	1,79	6·29	87	3·07
Bikaner State	3′ 3⅜″	*1938-39*	*6,52*	*12·65*	*12,12*	*23·52*	*3,76*	*7·30*	*52*	*1·01*
		1939-40	7,79	13·80	10,91	19·33	3,39	6·01	1,71	3·03
Darjeeling-Himalayan§	2′ 0″	*1938-39*	*2,27*	*13·24*	*3,51*	*20·47*	*1,73*	*10·09*	*21*	*1·22*
		1939-40	2,14	12·39	3,29	19·05	1,97	11·41	19	1·10
Dibru-Sadiya	3′ 3⅜″	*1938-39*	*2,80*	*12·91*	*4,01*	*18·57*	*1,86*	*8·59*	..	..
		1939-40	3,80	16·68	4,05	17·76	1,97	8·63	..	..
Gaekwar's Baroda State	3′ 3⅜″	*1938-39*	*3,90*	*15·84*	*5,39*	*21·87*	*1,35*	*5·48*	..	..
		1939-40	3,86	16·74	5,12	22·15	1,33	5·75	..	..
	2′ 6″	*1938-39*	*5,93*	*24·87*	*4,15*	*17·42*	*1,90*	*7·94*	..	..
		1939-40	5,50	23·31	4,20	17·79	1,80	7·60	..	..
Gondal‡	3′ 3⅜″	*1938-39*	*3,82*	*14·37*	*7,39*	*27·83*	*1,22*	*4·59*	*70*	*2·65*
		1939-40	4,11	16·36	5,18	20·63	93	3·73	94	3·73
Jaipur State	3′ 3⅜″	*1938-39*	*2,39*	*15·47*	*2,46*	*15·92*	*49*	*3·13*	*17*	*1·10*
		1939-40	2,53	15·02	3,17	18·87	99	5·91	18	1·09
Jamnagar Dwarka	3′ 3⅜″	*1938-39*	*1,16*	*8·36*	*2,84*	*20·53*	*1,31*	*9·43*	*31*	*2·26*
		1939-40	1,40	8·84	2,91	18·32	98	6·18	30	1·90
Junagad State	3′ 3⅜″	*1938-39*	*4,07*	*20·71*	*4,15*	*21·14*	*1,32*	*6·70*	*45*	*2·29*
		1939-40	3,19	18·92	3,39	20·05	1,13	6·71	40	2·38
Morvi	3′ 3⅜″	*1938-39*	*1,80*	*9·55*	*5,00*	*26·49*	*1,13*	*6·01*	*36*	*1·89*
		1939-40	1,87	8·06	4,13	17·85	1.50	6·49	36	1·57
Shahdara (Delhi) Saharanpur Light	2′ 6″	*1938-39*	*1.45*	*15·56*	*96*	*10·30*	*27*	*2·88*	*18*	*1·90*
		1939-40	1,18	12·17	1,24	12·77	46	4·68	18	1·88
TOTAL CLASS II RAILWAYS	..	*1938-39*	*43,89*	*14·14*	*65,40*	*21·08*	*19,88*	*6·41*	*3,90*	*1·26*
		1939-40	45,05	14·30	59,50	18·90	19,70	6·25	5,13	1·63

* Including Replacements and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.
§ Includes the Darjeeling Himalayan Extension Rly.
‡ Includes the Porbandar State Railway.

System for the years 1938-39 and 1939-40. (*In thousands of rupees.*)—contd.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS II.
..	..	*1,55*	*8·34*	*2,54*	*13·70*	*78*	*4·19*	*10,56*	*56·94*	Barsi Light.
..	..	1,56	9·17	2,54	15·02	73	4·31	10,32	60·93	
17	*0·86*	*2,18*	*11·07*	*2,20*	*11·17*	*77*	*3·91*	*11,73*	*59·57*	Bengal Dooars.
16	0·84	2,22	11·73	2,12	11·20	81	4·28	11,41	60·30	
..	..	*3,88*	*13·14*	*1,78*	*6·04*	*76*	*2·56*	*20,06*	*67·89*	Bhavnagar State.
..	..	3,58	12·62	1,77	6·24	96	3·37	18,49	65·12	
..	..	*4,40*	*8·54*	*2,65*	*5·14*	*1,43*	*2·77*	*31,40*	*60·93*	Bikaner State.
..	..	5,08	9·00	2,17	3·84	1,47	2·60	32,52	57·61	
..	..	*2,27*	*13·24*	*1,38*	*8·05*	*1,14*	*6·65*	*12,51*	*72·98*	Darjeeling Himalayan.§
..	..	2,44	14·13	1,35	7·81	1,23	7·12	12,61	73·01	
..	..	*2,01*	*9·30*	*1,49*	*6·88*	*14*	*0·62*	*12,31*	*56·87*	Dibru-Sadiya.
..	..	2,09	9·19	1,61	7·06	12	0·52	13,64	59·84	
..	..	*2,89*	*11·72*	*1,26*	*5·12*	*38*	*1·52*	*15,17*	*61·55*	Gaekwar's Baroda State.
..	..	3,02	13·06	1,23	5·32	46	1·99	15,02	65·01	
..	..	*2,79*	*11·71*	*1,42*	*5·96*	*44*	*1·85*	*16,63*	*69·75*	
..	..	2,69	11·41	1,37	5·83	43	1·82	15,99	67·76	
..	..	*1,42*	*5·34*	*96*	*3·61*	*24*	*0·93*	*15,75*	*59·32*	Gondal.‡
..	..	1,34	5·35	1,19	4·73	29	1·15	13,98	55·68	
..	..	*1,66*	*10·75*	*87*	*5·62*	*17*	*1·08*	*8,21*	*53·07*	Jaipur State.
..	..	1,32	7·88	90	5·32	11	0·66	9,20	54·75	
..	..	*1,41*	*10·19*	*75*	*5·37*	*23*	*1·93*	*8,06*	*58·12*	Jamnagar Dwarka.
63	3·96	1,49	9·33	78	4·93	25	1·58	8,74	55·04	
..	..	*1,81*	*9·20*	*89*	*4·54*	*37*	*1·90*	*13,06*	*66·48*	Junagad State.
..	..	1,88	11·12	88	5·22	40	2·35	11,27	66·75	
..	..	*1,76*	*9·31*	*65*	*3·47*	*14*	*0·74*	*10,84*	*57·46*	Morvi.
..	..	2,25	9·71	66	2·85	25	1·06	11,02	47·59	
..	..	*68*	*7·20*	*97*	*10·43*	*20*	*2·08*	*4,71*	*50·45*	Shahdara (Delhi) Saharanpur Light.
..	..	94	9·61	66	6·78	39	4·01	5,05	51·90	
17	*0·06*	*30,71*	*9·89*	*19,81*	*6·38*	*7,24*	*2·33*	*1,91,00*	*61·55*	TOTAL CLASS II RAILWAYS.
79	0·25	31,90	10·13	19,23	6·10	7,90	2·51	1,89,26	60·07	

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural works.*		*Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Ahmadpur-Katwa	2′ 6″	*1938-39*	*26*	*24·14*	*30*	*28·43*
		1939-40	32	27·69	35	29·59
Arrah-Sasaram Light	2′ 6″	*1938-39*	*80*	*20·99*	*76*	*20·00*
		1939-40	78	18·34	84	19·58
Bankura-Damoodar River	2′ 6″	*1938-39*	*38*	*30·19*	*42*	*33·33*
		1939-40	44	34·87	46	36·50
Barasat-Basirhat Light	2′ 6″	*1938-39*	*89*	*22·17*	*1,59*	*39·36*
		1939-40	94	23·25	1,53	37·95
Bengal Provincial	2′ 6″	*1938-39*	*19*	*18·54*	*40*	*37·79*
		1939-40	20	19·93	37	35 94
Bukhtiarpur-Bihar Light	2′ 6″	*1938-39*	*42*	*17·02*	*77*	*30·96*
		1939-40	67	24·11	74	26·29
Burdwan-Katwa	2′ 6″	*1938-39*	*28*	*21·59*	*44*	*33·80*
		1939-40	33	24·82	46	34·29
Cutch State	2′ 6″	*1938-39*	*40*	*14·60*	*1,01*	*36·17*
		1939-40	51	13·36	1,32	34·35
Dehri-Rohtas Light	2′ 6″	*1938-39*	*38*	*15·65*	*78*	*32·11*
		1939-40	30	18·90	55	35·05
Dholpur-State	2′ 6″	*1938-39*	*13*	*7·78*	*46*	*27 52*
		1939-40	22	14·15	52	32·92
Futwah-Islampur	2′ 6″	*1938-39*	*26*	*21·39*	*30*	*24·52*
		1939-40	35	27·01	33	25 70

* Including Replacements and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.

System for the years 1938-39 and 1939-40. (*I thousands of rupees.*)—contd.

Electric Service Department.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per-cent of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16	17	18
										CLASS III.
..	..	*24*	*22·63*	*18*	*16·59*	*4*	*3·99*	*1,02*	*95·88*	Ahmadpur-Katwa.
..	..	25	20·96	18	15·27	4	3·47	1,14	96·98	
7	*1·78*	*44*	*11·54*	*33*	*8·50*	*9*	*2·25*	*2,49*	*65·06*	Arrah-Sasaram Light.
6	1·33	48	11·23	34	7·86	9	2·05	2,59	60·39	
..	..	*25*	*20·13*	*29*	*22·63*	*8*	*6·09*	*1,42*	*112·42*	Bankura-Damoodar River.
..	..	26	20·60	29	23·10	8	6·68	1,53	121·75	
9	*2·31*	*94*	*23·34*	*35*	*8·75*	*19*	*4·59*	*4,05*	*100·52*	Barasat-Basirhat Light.
10	2·60	99	24·54	35	8·60	15	3·64	4,06	100·58	
..	..	*21*	*19·86*	*15*	*14·79*	*2*	*1 43*	*97*	*92·46*	Bengal Provincial.
..	..	20	19·87	16	15·05	1	1·14	94	92·83	
4	*1·52*	*37*	*14·66*	*25*	*10·25*	*8*	*3·04*	*1,93*	*77·45*	Bukhtiarpur-Bihar Light.
4	1·54	44	15·71	27	9·73	6	2·15	2,22	79·53	
..	..	*29*	*22·47*	*22*	*17·23*	*6*	*4·84*	*1,29*	*99·69*	Burdwan-Katwa.
..	..	29	22·31	23	17·07	6	4·46	1,37	102·95	
1	*0·46*	*27*	*9·82*	*22*	*7·92*	..	*0·07*	*1,92*	*68·94*	Cutch State.
2	0·47	35	9·17	23	6·05	1	0·06	2,44	63·46	
..	..	*24*	*9·97*	*11*	*4·69*	*5*	*1·81*	*1,56*	*64·23*	Dehri-Rohtas Light.
..	..	24	15·56	10	6·70	4	2·83	1,23	79·04	
3	*1·50*	*15*	*9·06*	*18*	*10·62*	*1*	*0·53*	*95*	*57·01*	Dholpur-State.
3	1·60	15	9·22	16	10·07	1	0·82	1,09	68·78	
1	*1·24*	*22*	*17·84*	*15*	*12·47*	*2*	*2·06*	*96*	*79·52*	Futwah-Islampu.
2	1·39	22	17·05	17	12·96	3	2·08	1,12	86·19	

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Gwalior Light	2′ 0″	*1938-39*	*1,01*	*11·66*	*3,58*	*41·34*
		1939-40	1,06	12·05	3,89	44·20
Howrah Amta Light	2′ 0″	*1938-39*	*1,16*	*13·02*	*2,63*	*29·63*
		1939-40	1,05	12·49	2,74	32·66
Howrah-Sheakhala Light	2′ 0″	*1938-39*	*43*	*22·60*	*43*	*22·60*
		1939-40	31	16·91	48	26·04
Jagadhri Light	2′ 0″	*1938-39*	*1*	*5·68*	*7*	*44·65*
		1939-40	1	7·98	6	41·11
Jorhat	2′ 0″	*1938†*	*24*	*21·34*	*58*	*50·98*
		1939†	33	31·28	58	54·66
Kalighat-Falta	2′ 6″	*1938-39*	*44*	*24·35*	*76*	*42·35*
		1939-40	54	34·84	73	46·82
Kulasekarapatnam Light††	2′ 0″	*1938-39*	*19*	*37·15*	*32*	*61·66*
		1939-40	44	161·91	16	59·73
Matheran Light	2′ 0″	*1938-39*	*18*	*18·75*	*29*	*30·21*
		1939-40	4	3·84	42	40·38
Tezpore-Balipara	2′ 6″	*1938-39*	*11*	*6·74*	*46*	*28 88*
		1939-40	13	8·26	55	35·92
Trivellore Light	2′ 0″	*1938-39*	..	*25·63*	*1*	*177·78*
		1939-40	§	§	§	§
Udaipur-Chitorgarh (Mewar State).	3′ 3⅜″	*1938-39*	*1,55*	*18·04*	*2,40*	*27 86*
		1939-40	1,38	14·60	2,53	26·78
TOTAL CLASS III RAILWAYS		*1938-39*	*9,71*	*16·93*	*18,76*	*32 72*
		1939-40	10,35	17·76	19,61	33 65

* Including Replacements and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.
† Figures are in respect of the calendar year.
§ Closed for traffic. †† The railway was closed for traffic from 4th February 1940.

System for the years 1938-39 and 1939-40. (*In thousands of rupees.*)—concld.

Electric Service Department.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Percent of Gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16	17	18
										CLASS III—*concld.*
..	..	*69*	*7·85*	*58*	*6·81*	*41*	*4·74*	*6,27*	*72·40*	Gwalior Light.
..	..	68	7·73	58	6·59	47	5·34	6,68	75·91	
17	*1·88*	*1,55*	*17·38*	*53*	*5·93*	*40*	*4·56*	*6,44*	*72·40*	Howrah Amta Light.
15	1·80	1,53	18·26	53	6·28	41	4·86	6,41	76·35	
4	*2·12*	*40*	*21·43*	*20*	*10·45*	*9*	*4·83*	*1,59*	*84·08*	Howrah-Sheakhala Light.
4	1·94	40	21·56	20	10·75	8	4·59	1,51	81·79	
..	..	*4*	*23·32*	*2*	*12·92*	*1*	*9·15*	*15*	*95·72*	Jagadhri Light.
..	..	4	27·54	2	14·25	1	10·27	14	101·15	
4	*3·94*	*44*	*38·21*	*11*	*9·26*	*5*	*4·59*	*1,46*	*128·32*	Jorhat.
3	3·33	44	42·16	12	10·96	3	3·21	1,53	145·60	
..	..	*34*	*18·89*	*28*	*15·47*	*13*	*7·14*	*1,95*	*108·20*	Kalighat-Falth.
..	..	34	21·89	28	17·61	12	7·70	2,01	128·86	
..	..	*14*	*26·66*	*3*	*5·56*	..	..	*68*	*131·03*	Kulasekarapatnam Light.
..	..	8	29·58	2	5·94	..	..	70	257·16	
..	..	*10*	*10·41*	*15*	*15·10*	*4*	*4·69*	*76*	*79·16*	Matheran Light.
..	..	10	9·61	19	18·26	4	3·84	79	75 93	
..	..	*35*	*21·74*	*24*	*15·43*	*3*	*2·06*	*1,19*	*74·85*	Tezpore-Balipara.
..	..	34	22·50	27	17·70	3	2·33	1,32	86·71	
..	..	..	*80·46*	*1*	*96·77*	..	*9·32*	2	*339·96*	Trivellore Light.
§	§	§	§	§	§	§	§	§	§	
36	*4·16*	*1,17*	*13·60*	*38*	*4·49*	*17*	*1·96*	*6,03*	*70·11*	Udaipur-Chitorgah. (Mewar State.)
37	3·91	1,11	11·74	41	4·34	12	1 27	5,92	62·64	
86	*1·50*	*8,34*	*15·42*	*4,96*	*8·65*	*1,97*	*3·43*	*45,10*	*78·65*	TOTAL CLASS III RAILWAYS.
86	1·48	8,93	15·33	5,10	8·75	1,89	3·24	46,74	80·21	

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1940.				TRACK MILEAGE OPEN ON 31ST MARCH 1940.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam Bengal—	3′ 3⅜″	1-7-95	1,129·21	2·50	..	1,131·71	1,134·21	227·35	19·56	1,381·12
	Chaparmukh-Silghat . .	3′ 3⅜″	30-3-20	50·81	..	..	50·81	50·81	4·15	0·01	54·97
	Katakhal Lalabazar . .	3′ 3⅜″	1-4-23	23·49	..	..	23·49	23·49	1·03	..	24·52
	Mymensingh-Bhairab Bazar .	3′ 3⅜″	20-3-17	100·38	..	..	100·38	100·38	18·76	0·36	119·50
	Total—1 .			1,303·89	2·50	..	1,306·39	1,308·89	251·29	19·93	1,580·11
2	Bengal and North-Western .	3′ 3⅜″	2-4-84	1,257·46	1·34	..	1,258·80	1,260·14	288·36	40·44	1,588·94
	Mashrak-Thawe . . .	3′ 3⅜″	12-1-31	39·32	..	..	39·32	39·32	4·64	1·95	45·91
	Tirhoot	3′ 3⅜″	1-11-75	777·48	10·05	..	787·53	797·53	211·59	22·83	1,032·00
	Total—2 .			2,074·26	11·39	..	2,085·65	2,097·04	504·59	65·22	2,666·85
3	Bengal-Nagpur . . .	5′ 6″	27-11-88	2,158·64	254·39	..	2,413·03	2,667·42	658·77	148·24	3,474·43
	Central India Coal-fields. .	5′ 6″	17-6-28	53·84	..	..	53·84	53·84	5·19	2·94	61·97
	Mayurbhanj . . .	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·52	0·11	74·27
	Parlakimedi Light . .	2′ 6″	1-4-00	56·30	..	..	56·30	56·30	1·83	1·42	59·55
	Purulia-Ranchi . . .	2′ 6″	15-11-07	116·54	..	..	116·54	116·54	11·30	0·05	127·89
	Raipur-Dhamtari . . .	2′ 6″	10-9-00	56·94	..	..	56·94	56·94	4·88	0·77	62·59
	Satpura	2′ 6″	18-4-03	625·92	..	..	625·92	625·92	61·93	11·68	699·53
	Total—3 .			3,138·82	254·39	..	3,393·21	3,647·60	747·42	165 21	4,560·23

for the year 1939-40.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1939-40.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1940.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Assam Bengal—
..	..	..	..	..	..	Branch lines under guarantee terms.†	Chaparmukh-Silghat.
..	..	..	..	..	..		Katakhal-Lalabazar.
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar.
	..		..		..		Total—1.
..	..	..	..	..	..	Line subsidized by the Government of India.*	Bengal and North-Western.
..	..	..	..	..	..	State lines.	Mashrak-Thawe.
..	..	..	..	..	..		Tirhoot.
	..		..		..		Total—2.
..	..	..	..	..	..	State line.	Bengal Nagpur—
..	..	..	..	..	..	State line.	Central India Coal-fields.
..	..	..	..	..	..	Branch line under rebate terms.	Mayurbhanj.
..	..	..	..	..	..	Unassisted company's line.	Parlakimedi Light.
..	..	..	..	..	..	State lines.	Purulia-Ranchi.
..	..	..	..	..	..		Raipur Dhamtn.
..	..	..	..	..	..		Satpura.
	..		..		..		Total—3.

* Receives land only from Government.

(a) *Lines sanctioned for construction more than 5 years ago but on which work has not commenced, are not shown.*
(b) *Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.*
† *Guaranteed by the Govt. of India & also receives a subsidy from the Assam Government.*

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1940.				TRACK MILEAGE OPEN ON 31ST MARCH 1940.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5′ 6″	10-2-60	775·04	240·82	*19·44	1,035·30	1,334·18	352·43	96·54	1,783·15
	Nagda-Ujjain . . .	5′ 6″	15-7-96	34·79	..	..	34·79	34·79	4·68	1·01	40·48
	Gaekwar's Petlad . .	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·28	2·45	25·15
	Tarapur-Cambay State .	5′ 6″	20-6-01	12·36	..	..	12·36	12·36	1·48	0·75	14·59
	Tapti Valley . . .	5′ 6″	1-12-98	155·72	..	..	155·72	155·72	7·29	4·11	167·12
	Bombay, Baroda and Central India.	3′ 3¼″	14-2-73	1,876·12	2·82	..	1,878·94	1,881·76	390·33	28·16	2,300·25
	Ahmedabad-Parantij . .	3′ 3¼″	1-5-97	88·73	..	..	88·73	88·73	8·70	1·49	98·92
	Dhrangadra . . .	3′ 3¼″	1-6-98	40·28	..	..	40·28	40·28	5·24	13·30	58·82
	Palanpur State . .	3′ 3¼″	8-11-93	17·11	..	..	17·11	17·11	1·47	..	18·58
	Bombay, Baroda and Central India.	2′ 6″	23-11-14	72·28	..	..	72·28	72·28	4·90	3·32	80·50
	Champaner-Shivrajpur-Pani Light.	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	3·90	3·07	37·65
	Godhra-Lunavada . .	2′ 6″	4-2-13	25·49	..	..	25·49	25·49	1·82	0·85	28·16
	Nadiad-Kapadvanj . .	2 6″	5-3-13	28·18	..	..	28·18	28·18	3·48	1·39	33·05
	Rajpipla State . . .	2′ 6″	1-7-97	58·37	..	..	58·37	58·37	3·79	1·19	63·35
	Piplod Devgad Baria .	2′ 6″	1-1-29	9·52	..	..	9·52	9·52	0·54	1·03	11·09
	Total—4 .			3,246·09	243·64	19·44	3,509·17	3,810·87	791·33	158 66	4,760·86

* 0·26 miles treble and 19·18 miles quadruple.

for the year 1939-40—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1939-40.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1940.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Gaekwar's Petlad.
..	..	..	..	..	..		Tarapur Cambay State.
..	..	..	..	..	..	Branch line under rebate terms.	Tapti Valley.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.
..	..	..	..	..	..	Indian State line.	Dhrangadra.
..	..	..	..	..	..	Indian State line.	Palanpur State.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur-Panj. Light.
..	..	..	..	..	..		odhra-Lunavada.
..	..	..	..	..	..		Nadiad-Kapadvanj.
..	..	..	..	..	..	Indian State lines.	Rajpipla State.
..	..	..	..	..	..		Piplod-Devgad Baria.
	..		..		..		Total—4.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1940				TRACK MILEAGE OPEN ON 31ST MARCH 1940.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
5	Eastern Bengal	5′ 6″	2-1-62	677·58	146·13	22·60 (quadruple).	846·31	1,060·24	482·22	48·31	1,590·77
	Sara-Sirajganj	5′ 6″	1-7-15	53·88	..	..	53·88	53·88	25·62	..	79·50
	Eastern Bengal	3′ 3¼″	28-3-77	1,030·38	7·29	..	1,037·67	1,044·96	301·20	9·81	1,355·97
	Cooch Behar State	3′ 3¼″	15-9-93	33·09	..	..	33·09	33·09	2·42	..	35·51
	Eastern Bengal	2′ 6″	18-7-81	17·14	..	..	17·14	17·14	1·28	..	18·42
	Khulna-Bagerhat Light	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—5			1,831·82	153·42	22·60	2,007·84	2,229·06	814·69	58·12	3,101·37
6	East Indian	5′ 6″	15-8-54	3,211·18†	943·82	61·12‡	4,216·12	5,320·10	(e)1,762·70	188·15	7,270·95
	Hardwar-Dehra*	5′ 6″	1-3-00	32·04	..	..	32·04	32·04	5·73	0·36	38·13
	South Bihar**	5′ 6″	5-7-99	75·82	..	..	75·82	75·82	6·59	..	82·41
	Cawnpore-Burhwal link	3′ 3¼″	24-11-96	(a)65·73	..	..	(a) 65·73	(a) 65·73	14·17	1·69	(a) 81·59
	Total—6			3,384·77	943·82	61·12	4,389·71	5,493·69	1,789·19	190·20	7,473·08
7	Great Indian Peninsula (b) (f)	5′ 6″	18-4-53	(g)2,313·90	775·52	32·74 (quadruple).	(g)3,122·16	3,995·90	936·47	158·77	5,091·14
	Bhopal-Itarsi (Jointly owned by State and Indian State.)	5′ 6″	1-11-84	56·64	..	..	56·64	56·64	23·99	0·18	80·81
	Bhopal-Ujjain	5′ 6″	11-11-95	113·46	..	..	113·46	113·46	9·19	1·52	124·17
	Bina-Goona-Baran	5′ 6″	23-9-96	147·07	..	..	147·07	147·07	10·06	..	157·13
	Dharwa-Pusad	2′ 6″	15-12-31	42·80	..	..	42·80	42·80	2·34	0·36	45·50
	Dhond-Baramati	2′ 6″	20-5-14	27·30	..	..	27·30	27·30	0·98	0·45	28·73
	Ellichpur-Yeotmal	2′ 6″	1-12-13	117·81	..	..	117·81	117·81	5·77	2·64	126·22
	Pachora-Jamner	2′ 6″	1-4-18	34·62	..	..	34·62	34·62	1·97	0·89	37·48
	Pulgaon-Arvi	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	1·13	0·24	23·20
	Total—7			2,875·43	775·52	32·74	3,683·69	4,557·43	991·90	165·05	5,714·38

† Includes 16·79 miles of mixed (5′ 6″ and 3′ 3¼″) gauge line between Burhwal and Barabanki.
‡ 30·54 miles treble, 25·60 miles quadruple, 4·01 miles quintuple, 0·08 miles sextuple and 0·89 miles septuple.
(a) Excludes the mixed gauge line referred to in the note marked with † above and includes 2·18 miles of E. I. Railway metre gauge line at Benares.
(b) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi (British section only, *viz.*, 12·26 miles) and Cawnpore-Banda Railways.
(e) Includes 1·59 miles of Traverser track and 1·21 miles of Crane Path in Lillooah Workshops.
(f) The following mileages of Metre Gauge and Narrow Gauge at junction stations, which are solely used by the foreign railways but maintained by this railway, have not been included :—

B. B. & C. I. Railway	1·665 miles of 3′ 3 3/8″ Gauge in Agra Area.
M. & S. M. Railway	0·064 miles of 3′ 3 3/8″ Gauge at Ghorpuri.
G. L. Railway	0·998 miles of 2′—0″ Gauge at Gwalior.
B. N. Railway	1·070 miles of 2′—6″ Gauge at Jubbulpore.
B. B. & C. I. Railway	2·259 miles of Mixed Gauge in Agra Area.

(g) Excludes 31·75 miles, Hat-Shamsabad Section to Bah of Agra-Bah Railway closed from 1-1-39 and 11·72 miles, Agra to Hat-Shamsabad from 1st April 1939.
* Purchased by the Government of India with effect from 1st January 1940.
** Purchased by the Government of India with effect from 1st July 1939.

for the year 1939-40—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1939-40.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1940.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (c)		UNDER CONSTRUCTION. (d)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Eastern Bengal—
..	..	..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Indian State line.	Cooch Behar State.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Bagerhat light.
	..		..		..		Total—5.
..	..	..	..	..	..	State line.	East Indian—
..	..	..	..	..	..	Branch line under guarantee terms.	Hardwar-Dehra.
..	..	..	..	..	..	State line.‖	South Bihar.
..	..	..	..	..	..	State line. ¶	Cawnpore Burhwal link.
	..		..		..		Total—6.
..	..	..	..	..	..	State line.	Great Indian Peninsula.
..	..	..	..	..	..	Indian State lines.	Bhopal-Itarsi (Jointly owned by State and Indian State).
..	..	..	..	..	..		Bhopal-Ujjain.
..	..	..	..	..	..		Bina-Goona-Baran.
..	..	..	..	..	..	State line.	Dharwa Pusad.
..	..	..	..	..	..	Branch lines under rebate terms.	Dhond-Baramati.
..	..	..	..	..	..		Ellichpur-Yeotmal.
..	..	..	..	..	..		Pachora-Jamner.
..	..	..	..	..	..		Pulgaon-Arvi.
	..		..		..		Total—7.

‖ Although a leased line, it is for convenience treated as a State line.

¶ Under running power agreement, the B. & N. W. Ry. company run and haul their trains and traffic over this line.

(c) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(d) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1940.				TRACK MILEAGE OPEN ON 31ST MARCH 1940.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
8	Jodhpur—	3′ 3⅜″	24-6-82	773·69	..	..	773·69	773·69	106·80	13·47	893·96
	Jodhpur Hyderabad (British Section).	3′ 3⅜″	18-8-92	269·24	..	..	269·24	269·24	55·24	6·16	330·64
	Mirpur Khas-Khadro	3′ 3⅜″	1-1-12	49·50	..	..	49·50	49·50	4·15	1·50	55·15
	Total—8			1,092·43	..	..	1,092·43	1,092·43	166·19	21·13	1,279·75
9	Madras and Southern Mahratta—	5′ 6″	1-7-56	1,067·22	48·17	3·71 (Quadruple).	1,119·10	1,178·40	336·12	11·81	1,526·33
	Kolar Gold-fields (M. S. Ry.)	5′ 6″	1-6-94	9·88	..	..	9·88	9·88	2·21	3·10	15·19
	Tenali-Repalle	5′ 6″	18-3-16	21·41	..	..	21·41	21·41	1·28	..	22·69
	Madras and Southern Mahratta	3′ 3⅜″	24-3-84	*1,710·98	1·15	..	1,712·13	1,713·28	261·18	5·01	1,979·47
	Alnavar-Dandeli (Provincial)	3′ 3⅜″	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Kolhapur State	3′ 3⅜″	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3′ 3⅜″	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese	3′ 3⅜″	17-1-87	51·04	..	..	51·04	51·04	22·50	1·58	75·12
	Total—9			2,913·83	49·32	3·71	2,966·85	3,027·30	627·56	21·50	3,676·36
10	Mysore State	3′ 3⅜″	1-2-81	338·23	..	..	338·23	338·23	45·04	0·55	383·82
	Bangalore-Harihar	3′ 3⅜″	11-8-84	210·49	..	..	210·49	210·49	29·77	0·72	240·98
	Hindupur (Yeswantpur Mysore Frontier).	3′ 3⅜″	15-12-92	51·19	..	..	51·19	51·19	4·21	..	55·40
	Bangalore-Chick Ballapur Light	2′ 6″	6-4-15	38·63	..	..	38·63	38·63	4·96	..	107·16
	Kolar District.	2′ 6″	15-12-13	63·57	..	..	63·57	63·57			
	Tari Kere—										
	Narasimharajapura Tramway.	2′ 0″	22-5-15	26·60	..	..	26·60	26·60	2·62	..	29·22
	Total—10			728·71	..	..	728·71	728·71	86·60	1·27	816·58
11	Nizam's State—	5′ 6″	9-10-74	330·18	..	..	330·18	330·18	65·64	10·63	406·45
	Bezwada Extension	5′ 6″	10-2-89	†21·47	..	..	21·47	21·47	1·53	..	23·00
	Kazipet-Balharshah	5′ 6″	1-2-24	145·69	..	..	145·69	145·69	5·08	3·72	154·49
	Karepalli-Kothagudium	5′ 6″	21-3-27	24·52	..	..	24·52	24·52	1·30	1·63	27·45
	Vikarabad-Bidar	5′ 6″	14-1-30 1-7-32	166·25	..	..	166·25	166·25	12·32	..	178·57
	Hingoli Branch	3′ 3⅜″	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley	3′ 3⅜″	21-10-99	377·11	8·54	..	385·65	394·19	62·01	2·22	458·42
	Parbhani-Purli	3′ 3⅜″	16-10-29	39·44	..	..	39·44	39·44	2·12	..	41·56
	Secunderabad-British Frontier	3′ 3⅜″	1-2-16	138·80	9·28	..	148·08	157·36	16·00	0·05	173·41
	Dronachellam Dhone Kurnool	3′ 3⅜″	1-1-09	36·28	..	..	36·28	36·28	3·41	..	39·69
	Jankampet Bodhan	3′ 3⅜″	1-11-38	12·04	..	..	12·04	12·04	1·76	1·40	15·20
	Total—11			1,342·09	17·82	..	1,359·91	1,377·73	172·05	19·65	1,569·43

* Includes 2·53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0·54 mile of Dronachellam station yards.
† Maintained by N. S. Ry. 20·25 Miles & by M. and S. M. Ry. 1·22 miles.

for the year 1939-40—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1939-40.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1940.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (b)		UNDER CONSTRUCTION. (c)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
Balotra-Pachpadra Salt Depot. realignment.	6·75	..	..	Phalodi-Pokaran.	35·40	Indian State line.	Jodhpur—
Mohatta-nagar to Nawabshah Section of Khadro-Nawabshah.	20·66	..	..	..	..	State line.	Jodhpur Hyderabad (British Section).
..	..	..	..	..	..	Line subsidized by the Government of India (a).	Mirpur Khas-Khadro.
	27·41		..		35·40		Total—8.
..	..	..	..	..	..	State line.	Madras and Southern Mahratta—
..	..	..	..	..	..	Indian State line.	Kolar Gold-fields (M. S. Ry.).
..	..	..	..	..	..	District Board line.	Tenali-Repalle.
..	..	..	..	..	..	State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Alnavar-Dandeli (Provincial).
..	..	..	..	..	..	Indian State lines.	Kolhapur State.
..	..	..	..	..	..		Sangli State.
..	..	..	..	..	..	Foreign line.	West of India Portuguese.
	..		..		..		Total—9.
..	..	..	..	Sagara-Talaguppa.	9·43		Mysore State.
..	..	..	..	..	..	Indian State Line ..	Bangalore-Haribar.
..	..	..	..	..	..		Hindupur (Yeevantpur Mysore Frontier).
..	..	..	..	..	..	Line guaranteed by Indian State.	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Indian State Line ..	Kolar District.
..	..	..	..	..	..	Indian State line ..	Tarikere— Narasimharajapura Tramway.
	..		..		9·43		Total—10.
..	..	..	..	..	..	Indian State line.	Nizam's State—
..	..	..	..	..	..	State line.	Bezwada Extension.
..	..	..	..	..	..	Indian State line.	Kazipet-Balharshah.
..	..	..	..	..	..		Karepalli-Kothagudam.
..	..	..	..	..	..		Vikarabad-Bidar.
..	..	..	..	..	..		Hingoli Branch.
..	..	..	..	..	..		Hyderabad-Godavari Valley
..	..	..	..	..	..		Parbhani-Purli.
..	..	..	..	..	..		Secunderabad-British Frontier.
..	..	..	..	..	..	State line.	Dronachellam Dhon Kurnool.
..	..			Mudkhad to Adilabad	100·69	Indian State line. Indian State line.	Jankampet Bodhan.
	..		..		100·69		Total—11.

(a) Receives land only from Government and Indian State.

(b) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(c) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1940.				TRACK MILEAGE OPEN ON 31ST MARCH 1940.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western—†† . .	5′ 6″	13-5-61	4,717·71	885·03	..	5,602·74	6,487·77	1,803·18	72·37	*8,363·32
	Shahdara Narowal . .	5′ 6″	21-12-26	48·33	..	..	48·33	48·33	1·56	..	49·89
	Bahawalnagar-Fort Abbas-Kot-Al-Imara.	5′ 6″	4-4-28	151·51	..	..	151·51	151·51	7·13	..	158·64
	Jind-Panipat (Indian State Section).	5′ 6″	1-11-16	25·94	..	..	25·94	25·94	2·30	..	28·24
	Jullundur-Mukerian . .	5′ 6″	1-1-15	45·08	..	..	45·08	45·08	5·58	..	50·66
	Phagwara-Rahon (including Jaijon Extension).	5′ 6″	1-4-15	46·03	..	..	46·03	46·03	5·84	..	51·87
	Jammu-Kashmir (Indian State Section).	5′ 6″	15-3-90	15·86	..	..	15·86	15·86	3·59	0·04	19·49
	Khanpur-Chachran . .	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·46	..	24·44
	Ludhiana-Dhuri-Jakhal .	5′ 6″	10-4-01	78·58	..	..	78·58	78·58	6·21	..	84·79
	Mandra-Bhaun . . .	5′ 6″	1-5-15	46·68	..	..	46·68	46·68	3·65	..	50·33
	Rajpura Bhatinda . .	5′ 6″	1-11-84	107·78	..	..	107·78	107·78	20·84	..	128·62
	Sialkot-Narowal . . .	5′ 6″	10-11-15	38·70	..	..	38·70	38·70	5·98	..	44·68
	Sirhind-Rupar . . .	5′ 6″	26-2-28	30·96	..	..	30·96	30·96	4·60	..	35·56
	Jacobabad-Kashmor . .	2′ 6″	1-12-14	76·46	..	..	76·46	76·46	3·42	..	79·88
	Kalka-Simla . . .	2′ 6″	9-11-03	59·93	..	..	59·93	59·93	10·21	..	70·14
	Kangra Valley . . .	2′ 6″	1-12-28	88·46	..	..	88·46	88·46	9·06	..	†97·52
	Zhob Valley (Fort Sandeman-Khanai).	2′ 6″	1-1-21	§173·84	..	..	173·84	173·84	12·26	16·72	202·82
	Kohat-Thal	2′ 6″	1-4-03	61·86	..	..	61·86	61·86	10·74	..	72·60
	Larkana-Jacobabad** . .	2′ 6″	16-2-22	53·22	..	..	53·22	53·22	3·39	..	56·61
	Mari-Indus (Kalabagh-Bannu) and Laki-Pezu-Tank-Manzai.	2′ 6″	15-6-13	157·48	..	..	157·48	157·48	22·20	8·22	187·90
	Total—12 .			6,046·39	885·03	..	6,931·42	7,816·45	1,944·20	97·35	9,858·00

* Nok Kundi-Zahidan (137·28 miles, single line and 13·83 miles sidings) and Landi Kotal-Landi Khana (5 miles, single line and 0·88 miles sidings) sections closed to traffic, not included.

† Baijnath Paprola—Joginthar Nagar Section (14·53 miles single line and 0·93 miles sidings) closed to traffic, not included

†† Includes 162·84 miles, (single line and 5·63 miles sidings.) "Sind Left Bank Feeders Railway" opened for traffic on 20-5-1930.

§ Excludes 9·32 miles of mixed gauge (Khanai Bostan Section) included under main line, broad gauge.

** The railway has been purchased by the Government of India with effect from 3rd May 1939.

for the year 1939-40—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1939-40.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1940.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	Sind Right Bank Feeders :— (i) Larkana to Sihra Shahdad Kot.	32·16	State line.	North Western.
				(ii) Sihra Shahdad Kot to Jacobabad.	51·82		
..	..	..	..	..	..	Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narowal.
..	..	..	..	..	..	Indian State lines.	Bahawalnagar-Fort Abbas Kut-Al-Imara.
..	..	..	..	..	..		Jind-Panipat (Indian State Section).
..	..	..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.
..	..	..	..	..	..		Phagwara-Rahon (Including Jaijon Extension).
..	..	..	..	..	..	Indian State lines.	Jammu-Kashmir (Indian State Section).
..	..	..	..	..	..		Khanpur-Chachran.
..	..	..	..	..	..		Ludhiana-Dhuri-Jakhal.
..	..	..	..	..	..	Branch line under rebate terms.	Mandra-Bhaun.
..	..	..	..	..	..	Indian State line.	Rajpura-Bhatinda.
..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narowal.
..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
..	..	..	..	..	..	Branch line under rebate terms.	Jacobabad-Kashmor.
..	..	..	..	..	..	State line.	Kalka-Simla.
..	..	..	..	..	..	Under guarantee terms with the Punjab Government.	Kangra Valley.
..	..	..	..	..	..	State lines.	Zhob Valley (Fort Sandeman-Khanai).
..	..	..	..	..	..		Kohat-Thal.
..	..	..	..	..	..	Branch line under rebate terms.	Larkana-Jacobabad.
..	..	..	..	..	..	State line.	Mari-Indus (Kalabagh Bannu) and Laki-Pezu Tank-Manzai.
	..		..		83·98		Total—12.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown

8.—*Mileage Statement*
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1940.				Track mileage open on 31st March 1940.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	Rohilkund and Kumaon—	3′ 3⅜″	12-10-84	258·72	..	..	258·72	258·72	37·91	4·34	300·97
	Lucknow-Bareilly . .	3′ 3⅜″	12-10-84	310·00	1·16	..	311·16	312·32	66·32	12·92	391·56
	Total—13 .			568·72	1·16	..	569·88	571·04	104·23	17·26	692·53
14	South Indian— . . .	5′ 6″	23-5-60	††600·05	..	..	††600·05	600·05	137·92	2·41	740·38
	Shoranur Cochin . . .	5′ 6″	**24-10-34	65·01	..	..	65·01	65·01	12·20	*1·25	*78·46
	South Indian . . .	3′ 3⅜″	15-7-61	1,435·82	4·84	15·55	†1,506·21	1,542·15	322·38	17·71	†1,882·24
	Nilgiri	3′ 3⅜″	15-6-99	28·96	..	..	28·96	28·96	4·65	..	33·61
	Peralam-Karaikkal . .	3′ 3⅜″	14-3-98	14·65	..	..	14·65	14·65	1·41	..	16·06
	Podanur-Pollachi . . .	3′ 3⅜″	15-10-15	25·04	..	..	25·04	25·04	4·42	..	29·46
	Pondicherry . . .	3′ 3⅜″	15-12-79	7·85	..	..	7·85	7·85	2·21	0·33	10·39
	Tinnevelly-Tiruchendur .	3′ 3⅜″	24-2-23	38·18	..	..	38·18	38·18	4·09	..	42·27
	Travancore (British Section) .	3′ 3⅜″	1-6-02	50·33	..	..	50·33	147·97	21·69	0·61	170·27
	Travancore (Indian State Section).	3′ 3⅜″	1-6-04	97·64	..	..	97·64				
	Morappur-Hosur . . .	2′ 6″	18-1-06	73·31	..	..	73·31	73·31	4·32	..	77·63
	Tirupattur-Krishnagiri . .	2′ 6″	18-9-05	25·38	..	..	25·38	25·38	2·44	..	27·82
	Total—14 .			2,512·22	4·84	15·55	2,532·61	2,568·55	517·73	22·31	3,108·59
	Total Class I .			33,059·46	3,342·85	155·16	36,557·47	40,326·79	9,508·97	1,022·86	50,858·62

* Includes 0·90 miles of 3′ 3⅜″ Gauge.

** Date of conversion from 3′ 3⅜″ gauge to 5′ 6″ gauge (3′ 3⅜″ gauge first opened on 2nd June 1902).

† Include electrified lines between Madras Beach and Tambaram.

†† Excludes 1·97 miles of mixed gauge between Salem Junction and Salem Market which have been included in the Metre Gauge route mileage.

for the year 1939-40—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1939-40.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1940.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Line subsidized by the Government of India.	Rohilkund and Kumaon—
..	..	..	..	..	..	State line.	Lucknow-Bareilly.
	..		..		..		Total—13.
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	Cochin Railway Extension to link with the Harbour Railway (Idappalli-Ernakulam Extension).	4·36	Indian State line.	Shoranur Cochin.
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	District Board line.	Tinnevelly-Tiruchendur.
..	..	..	..	..	..	State line.	Travancore (British Section).
..	..	..	..	..	..	State line.*	Travancore (Indian State Section).
..	..	..	..	..	..	State lines.	Morappur-Hosur.
..	..	..	..	..	..	State lines.	Tirupattur-Krishnagiri.
	..		..		4·36		Total—14.
	27·41		..		233·86		Total Class I.

* Although the property of the Travancore Durbar, it is treated as State line.

(*a*) Lines sanctiond for construction more than 5 years ago but on which work has not commenced are not shown.

(*b*) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS II

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1940.	Track mileage open on 31st March 1940.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS II RAILWAYS.							
1	Barsi Light	2′ 6″	1-3-97	202·57	202·57	22·21	224·78	Line subsidized by the Government of India and Indian State.*
2	Bengal Dooars	3′ 3⅜″	15-1-93	39·50	39·50	7·75	47·25	Line subsidized by District Board.
	Bengal Dooars Extensions	3′ 3⅜″	20-4-00	121·16	121·16	17·69	138·85	Line subsidized by the Government of India.*
	Total—2			160·66	160·66	25·44	186·10	
3	Bhavnagar State	3′ 3⅜″	20-12-80	307·04	307·04	70·95	377·99	Indian State Lines.
4	Bikaner State	3′ 3⅜″	9-12-91	‡‡852·29	852·29	89·25	941·54	
5	Darjeeling Himalayan	2′ 0″	23-8-80	51·07	51·07	10·66	61·73	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2′ 0″	16-3-14	95·44	95·44	4·89	100·33	Branch line under rebate terms.
	Total—5			146·51	146·51	15·55	162·06	
6	Dibru-Sadiya	3′ 3⅜″	15-8-82	84·00	84·00	26·72	110·72	Line subsidized by Local Government. ¶
	Ledo and Tikak Margherita Colliery	3′ 3⅜″	17-2-84	5·50	5·50	27·32	32·82	Unassisted Company's line.
	Total—6			89·50	89·50	54·04	143·54	
7	Gaekwar's Baroda State	3′ 3⅜″	21-3-87	255·12	255·12	34·57	289·69	Indian State lines.
	Khijadiya-Dhari†	3′ 3⅜″	11-3-13	37·46	37·46	4·67	42·13	
	Prachi Road-Kodinar	3′ 3⅜″	6-4-38	15·65	15·65	0·87	16·52	
	Gaekwar's Baroda State	2′ 6″	8-4-73	333·06	333·06	55·99	389·05	
	Bodeli Chhota Udaipur	2′ 6″	1-12-17	22·67	22·67	2·02	24·69	
	Total—7			663·96	663·96	98·12	762·08	
8	Gondal	3′ 3⅜″	19-1-81	126·08	126·08	20·55	§§ 146·63	
	Jetalsar-Rajkot	3′ 3⅜″	12-4-93	46·16	46·16	10·42	56·58	
	Porbandar State	3′ 3⅜″	1-10-89	††41·25	††41·25	7·75	49·00	
	Total—8			213·49	213·49	38·72	252·21	
9	Jaipur State	3′ 3⅜″	10-11-05	215·62	215·62	15·84	231·46	
10	Jamnagar-Dwarka	3′ 3⅜″	1-4-22	**74·73	**74·73	4·37	79·10	Branch line under guarantee and rebate terms.
	Jamnagar	3′ 3⅜″	8-4-97	‡59·96	‡59·96	14·13	74·09	Indian State lines.
	Okhamandal	3′ 3⅜″	15-11-22	37·21	37·21	4·77	41·98	
	Total—10			171·90	171·90	23·27	195·17	
11	Junagad State	3′ 3⅜″	1-9-88	§229·22	§229·22	29·96	259·18	
12	Morvi	3′ 3⅜″	4-3-05	132·26	132·26	38·58	170·84	
13	Shahdara (Delhi)-Saharanpur Light	2′ 6″	7-5-07	92·50	92·50	11·13	103·63	Line subsidized by Local Government.*
	TOTAL CLASS II			3,477·52	3,477·52	533·06	4,010·58	

* Receives land only from Government.

† Taken over from Gondal Railway on 1st April 1934.

‡ Includes 3·93 miles, Jamnagar to Bedi-Bunder, worked for goods traffic only and 5·74 miles, Bodeshwar-Rozi, opend for coaching.

§ Includes 0·73 mile of Dungarpur quarry and 0·53 mile of Veraval Dock Estate lines worked for goods traffic only.

†† Includes 1·51 miles of Porbandar Dock Estate Line and 3·70 miles of Banwao quarry line worked for goods traffic.

¶ Subsidy ceased with effect from 1920-21.

§§ Includes 7·34 miles of Kunkavav-Dardi Railway and 0·76 miles sidings, opened for public traffic on 19-3-1940.

‡‡ Includes 56·44 miles of Sadulpur-Mohindargarh Section opened for public traffic.

**Includes 8·81 Miles Khambhalia Salaya opened for Coaching and Goods traffic.

for the year 1939-40—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1939-40.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1940.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	..	..	..	..	..	Barsi Light.
..	..	..	..	..	..	Bengal Dooars.
..	..	..	..	..	..	Bengal Dooars Extensions.
	..		..		..	Total—2.
..	..	..	..	..	..	Bhavnagar State.
..	..	..	..	Mohindargarh-Rewari	31·01	Bikaner State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions.
	..		..		..	Total—5.
..	..	..	..	..	..	Dibru-Sadiya.
..	..	..	..	..	..	Ledo and Tikak Margherita Colliery.
	..		..		..	Total—6.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	..	..	Khijadiya-Dhari.
..	..	..	..	..	..	Prachi Road-Kodinar.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	..	..	Bodeli Chhota Udaipur.
	..		..		..	Total—7.
Kunkavav Derdi. (c)	7·34	..	..	..	..	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
..	..	..	..	..	..	Porbandar State.
	7·34	..	..		..	Total—8.
Jhunjhunu to Loharu.	35·82	Fatehpur-Bissau Section	18·62	Sikar to Fatehpur	29·26	Jaipur State.
..	..	Jam-Wanthali-Kalawad	16·00	..	..	Jamnagar-Dwarka.
..	..	..	..	Hadmatia Dhrol-Jodiya Extension.	30·00	Jamnagar.
..	..	..	..	..	..	Okhamandal.
	..		16·00	..	30.00	Total—10.
..	..	..	..	..	..	Junagad State.
..	..	..	..	..	..	Morvi.
..	..	..	..	..	..	Shahdara (Delhi)-Saharanpur Light.
..	43·16		34·62		90·27	TOTAL CLASS II.

*(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

(c) Opened for public traffic on 19th March 1940.

8.—*Mileage Statement*
CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1940.	TRACK MILEAGE OPEN ON 31ST MARCH 1940.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·26	32·69	2·79	35·48	Branch line under guarantee terms.
2	Arrah-Sasaram Light	2′ 6″	6-3-11	65·16	65·16	5·79	70·95	Line subsidized by District Board.
3	Bankura-Damoodar River	2′ 6″	15-12-16	59·95	60·33	7·25	67·58	Branch line under guarantee terms.
4	Barasat-Basirhat Light	2′ 6″	1-2-05	52·24	52·24	5·22	57·46	Line subsidized by District Board.
5	Bengal Provincial	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.
	Dasghara-Jamalpurganj	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.
	Total—5	..	..	41·58	41·58	3·08	44·66	
6	Bukhtiarpur-Bihar Light	2′ 6″	1-7-03	33·00	33·00	3·37	36·37	Line subsidized by District Board.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·90	4·08	36·98	Branch line under guarantee terms.
8	Cutch State	2′ 6″	1-5-05	72·00	72·00	4·50	76·50	Indian State line.
9	Dehri-Rohtas Light	2′ 6″	6-2-11	24·09	24·09	10·57	34·66	Line subsidized by District Board.
10	Dholpur State	2′ 6″	24-2-08	55·44	55·44	5·83	61·27	Indian State line.
11	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·65	28·65	Branch line under guarantee terms.
12	Gwalior Light	2′ 0″	2-12-99	294·92	294·92	*30·27	325·19	Indian State line.
13	Howrah-Amta Light	2′ 0″	1-7-97	43·87	43·87	7·18	51·05	Lines subsidized by District Board.
14	Howrah-Sheakhala Light	2′ 0″	2-8-97	19·75	19·75	1·41	21·16	
15	Jagadhri Light	2′ 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Company's line.
16	Jorhat	2′ 0″	13-9-83	32·50	32·50	1·32	33·82	State line.
17	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·42	5·96	32·38	Branch line under guarantee terms.
18	Kulasekarapatnam Light‡	2′ 0″	18-7-15	26·75	26·75	..	26·75	Unassisted Company's line.
19	Matheran Light	2′ 0″	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.§
20	Texpore-Balipara Light	2′ 6″	9-8-94	20·10	20·10	2·42	22·52	Line subsidized by District Board.†
21	Udaipur-Chitorgarh (Mewar State)	3′ 3⅜″	1-8-95	145·64	145·74	20·76	166·50	Indian State line.
	TOTAL CLASS III	..	..	1,120·89	1,122·40	125·02	1,247·42	

* Includes 1·14 miles of Gwalior Palace siding (5′-6″ gauge) which is being maintained by the Gwalior Light Railway.
§ Receives Land and rebate from Government.
† Subsidy ceased with effect from 1914-15
‡ The Railway was closed for traffic from 4th February 1940.

for the year 1939-40—concld.

RAILWAYS.

Route mileage opened during year 1939-40.		Route mileage authorised, but not open for traffic, on 31st March 1940.				Name of Railway.
		Sanctioned but not commenced. (a)		Under construction. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						Class III Railways.
..	..	..	..	..	..	Ahmadpur-Katwa.
..	..	..	..	..	..	Arrah-Sasaram Light.
..	..	..	..	..	..	Bankura-Damodar River.
..	..	..	..	..	..	Baraset-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Dasghara-Jamalpurganj.
	..		..		..	Total—5.
..	..	..	..	..	..	Bukhtiarpur-Bihar Light.
..	..	..	..	..	..	Burdwan-Katwa.
..	..	..	..	..	..	Cutch State.
..	..	..	..	..	..	Dehri-Rohtas Light.
..	..	..	..	..	..	Dholpur State.
..	..	..	..	..	..	Futwah-Islampur.
..	..	..	..	..	..	Gwalior Light.
..	..	..	..	..	..	Howrah-Amta Light.
..	..	..	..	..	..	Howrah-Sheakhala Light.
..	..	..	..	..	..	Jagadhri Light.
..	..	..	..	..	..	Jorhat.
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Kulasekarapatnam Light.
..	..	..	..	..	..	Matheran Light.
..	..	..	..	..	..	Tezpore-Balipara Light.
..	..	..	..	..	..	Udaipur-Chitorgarh.
	..		..		..	Total Class III.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

9.—*Mean mileage worked, number of stations and gradients on Class I Railways during the year 1939-40.*

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Length (in miles).	Inclination.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.														
Bengal Nagpur	2,551·5	408	1·47	19·1	194·1	881·1	182·0	1,277·7	0·87	1 in 50	10·0	573	16·3	15·3
Bombay, Baroda & Central India.	1,259·6	233	*Nil*	1·35	0·61	261·5	95·1	358·6	0·88	1 in 80	5·75	996	14·6	19·9
Eastern Bengal	900·2	242	*Nil*	*Nil*	0·65	3·42	10·3	14·4	0·65	1 in 100	6·00	955	13·1	10·5
East Indian	4,450·7	776	0·15	23·0	66·1	304·6	135·4	529·3	0·15	1 in 50	8·00	712	15·0	9·81
Great Indian Peninsula.	3,453·6	498	20·8	24·3	91·5	1,047·1	412·7	1,596·4	0·16	1 in 34	9·92	600	20·4	15·6
Madras and Southern Mahratta.	1,157·2	237	*Nil*	14·1	36·0	185·4	109·0	344·5	0·80	1 in 60	7·96 (c)	720 (c)	22·9	12·1
Nizam's State	688·1	98	*Nil*	*Nil*	153·7	220·8	30·7	405·2	2·52	1 in 100	4·40	1,300	18·9 (i)	20·2 (i)
North Western	6,260·2	958	109·7	122·0	225·1	249·7	227·9	934·4	2·75	1 in 25	12·6	455	12·2	13·7
South Indian	799·5	154	*Nil*	33·4	65·7	135·5	55·7	290·3	1·16	1 in 62	7·16	800	34·8	24·6
Total	21,520·6	3,604	132·1	237·3	833·5	3,289·1	1,258·8	5,750·8						
3′ 3⅜″ GAUGE.														
Assam Bengal	1,329·6	305	10·3	47·8	31·2	182·3	39·8	311·4	10·1	1 in 37 (d)	15·0	382	14·8	35·2
Bengal and North Western.	2,171·3	365	0·11	1·52	3·16	9·17	8·88	22·8	0·11	1 in 50	8·73 (e)	656 (e)	10·0	7·96
Bombay, Baroda & Central India.	2,025·1	300	3·40	0·48	19·4	393·9	235·2	652·4	3·40	1 in 40	8·00	716	9·55	10·3
Eastern Bengal	1,070·8	214	0·34	0·63	3·97	40·7	47·5	93·1	0·34	1 in 50	11·5	500	11·1	10·9
East Indian	65·7	1	*Nil*	*Nil*	*Nil*	0·65	2·80	3·45	0·65	1 in 200	7·66	748	14·7	11·6
Jodhpur	1,078·8	170	0·51	*Nil*	1·75	241·2	75·4	318·9	0·51	1 in 50	8·00	716	8·64	11·4
Madras and Southern Mahratta.	1,816·5	281	14·2	53·4	475·6	368·9	107·5	1,019·6	2·01	1 in 40	12·0	479	22·1	37·0
Mysore State	599·9	100	*Nil*	55·0	208·9	56·3	23·8	344·0	1·05	1 in 70	10·0	573	20·1	24·9
Nizam's State	671·8	115	*Nil*	*Nil*	11·5	352·7	175·0	539·2	0·78	1 in 100	5·00	1,146	10·8	8·92
Rohilkund and Kumaon.	563·0	105	*Nil*	4·85	8·44	13·8	23·6	50·7	3·31	1 in 70 (h)	12·0 (f)	479	8·70	8·22 (g)
South Indian	1,770·6	435	24·0	35·3	90·8	368·7	137·1	655·9	0·31	1 in 53	12·0	477	18·0	16·5
Total	13,163·1	2,391	52·9	199·0	854·7	2,028·3	876·6	4,011·5						
2′ 6″ AND 2′ 0″ GAUGES.														
Bengal Nagpur	926·3	136	0·51	44·2	153·5	205·0	54·9	458·1	0·51	1 in 50	14·0	409	18·6	38·3
Bombay, Baroda & Central India.	224·5	64	*Nil*	4·20	29·1	35·2	10·4	78·9	0·35	1 in 75	12·0	478	18·3	40·1
Eastern Bengal	36·9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Great Indian Peninsula.	244·4	36	*Nil*	1·81	60·8	63·4	14·5	140·5	0·80	1 in 80	12·0	478	22·6	41·3
Mysore State	128·8	27	5·43	6·67	47·7	*Nil*	12·7	72·5	5·43	1 in 50	40·0	143	10·1 (j)	25·2 (j)
North Western	671·3	86	108·9	42·8	97·5	85·5	41·2	375·9	0·80	1 in 20	52·1	110	21·6	125·2
South Indian	98·7	15	*Nil*	32·8	11·9	19·4	2·50	66·6	2·39	1 in 67	6·00	955	30·2	62·2
Total	2,330·9	378	114·8	132·5	400·5	408·5	136·2	1,192·5						
GRAND TOTAL	37,014·6	6,373	299·8	568·8	2,088·7	5,725·9	2,271·6	10,954·8						

		Mean mileage worked.	Number of Stations.
(a)	Class II Railways	3,452·25	632
	Class III Railways	1,140·82	327

(b) Excludes block huts, branch booking offices, out agencies and train halts.

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5·73° and radius = 1,000 ft.

(d) 1 in 37 on a straight compensated to 1 in 43 on curves.

(e) Excepting Mhow Ghat section on which the maximum curvature is 10·2° and radius = 560 ft.

(f) Excepting the Nilgiri Mountain Railway on which there are many curves sharper than 12·00°, the sharpest curve being 318/radius at mile H 15-16.

(g) The figure is for plains section, the figure for ghat section being 341·5°.

(h) Excepting the Nilgiri Mountain Rly. on which the Steepest Gradient worked is 1 in 12·28 for a length of 0·28 mile, 1 in 12·50 generally on the rack section and 1 in 25 for a length of 2·63 miles on the adhesive Section.

(i) Figures relating to Nok-Kundi-Zahidan and Landi Kotal-Landi Khana Sections (closed to traffic) not excluded while calculating the results.

(j) Figures relating to Baijnath Paprola-Jogindar Nagar (closed to traffic) not excluded while calculating the results.

10.—Statement of Rolling Stock in Service on Class I Railways on the 31st March 1940.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

A.—Locomotives and Rail Motors, etc.—*By gauges.*

Railway.	Locomotives.						Rail Cars (Steam propelled).			Rail Cars (internal combustion engine propelled).			Electric motor coaches.			
	Steam.			Electric.	Total tractive effort lbs.			Seats.			Seats.			Seats.		Average weight in tons.
	Tender.	Tank.	Total.		Steam.	Electric.	No.	Upper.	Lower.	No.	Upper.	Lower.	No. (in units.)	Upper.	Lower.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ Gauge.																
Bengal Nagpur	608	52	660	..	20,709,389	..	2	48	160	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	321	*39	360	2	9,414,737	10,000	..	..	..	..	..	..	40	..	7,280	71
Eastern Bengal	221	72	293	..	7,470,078	..	..	..	..	..	..	..	..	..	..	..
East Indian	1,130	416	1,546	..	36,776,376	..	3	30	270	..	..	..	..	..	..	..
Great Indian Peninsula	(*b*)600	62	662	66	17,770,130	2,065,000	..	..	..	..	..	..	53	..	(*c*) 6,870	67
Madras and Southern Mahratta.	250	58	308	..	7,860,224	..	..	..	..	6	..	660	..	..	..	..
Nizam's State	31 (*d*)	4	35	..	2,122,026	..	..	..	..	4	..	336	..	..	..	..
North Western	1,054	110	1,164	2	30,960,181	58,352	6	..	589	1 (*a*)	7	..	..	..	..	..
South Indian	137	17	154	..	3,436,630	..	..	..	..	..	..	..	..	..	..	..
Total	4,402	830	5,232	70	136,519,771	2,133,352	11	78	1,019	11	7	996	93	..	14,150	138
3′ 3¼″ Gauge.																
Assam Bengal	190	13	203	..	3,134,429	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western.	365	29	394	..	5,289,557	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	400	71	471	..	7,213,147	..	3	36	307	..	..	..	..	..	..	..
Eastern Bengal	205	2	207	..	3,292,931	..	1	..	56	..	..	..	..	..	..	..
Jodhpur	99	4	103	..	1,421,521	..	..	..	..	1	7	5	..	..	..	..
Madras and Southern Mahratta.	315	5	320	..	5,410,478	..	..	..	..	..	..	..	..	..	..	..
Mysore State	78	8	86	..	1,341,291	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	71	12	83	..	1,269,761	..	2	..	224	..	..	..	..	..	..	..
Rohilkund and Kumaon	84	5	89	..	1,244,102	..	..	..	..	..	..	..	..	..	..	..
South Indian	315	85	400	4	5,633,522	41,600	..	..	..	3	..	220	24	720	528	37
Total	2,122	234	2,356	4	35,250,739	41,600	6	36	587	4	7	225	24	720	528	37
2′ 6″ and 2′ 0″ Gauges.																
Bengal Nagpur	101	10	111	..	1,571,314	..	3	18	96	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	9	18	27	..	236,279	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	9	9	..	35,940	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	13	8	21	..	309,392	..	..	..	..	1	..	58	..	..	..	..
Mysore State	12	6	18	..	116,424	..	..	..	..	..	..	..	..	..	..	..
North Western	68	32	100	..	1,439,976	..	3	..	108	6	66	..	1	15	..	13
South Indian	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total	209	88	297	..	3,847,334	..	6	18	204	7	66	58	1	15	..	13

*Includes one Diesel Electric Shunting Engine. (*a*) Used as an Inspection Car without rearrangement of the seats.
(*b*) Includes 5H/4 type engines on loan to E. I. Rly. (*c*) Includes standing accommodation.
(*d*) Includes 3HG/S, 7HG/C, 4HG and 5SG engines on loan to E. I. Railway.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1940—contd.

B.—COACHING STOCK.—*Broad and metre gauges.*

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	443	..	163	4,008	38,905	12	36	..	..	54
Bombay, Baroda and Central India	(a) 474	(b) 1,434	(c) 5,740	..	(d) 48,488	17		32	..	883
Eastern Bengal	226	379	51	126	27,595	18	105	24	72	441
East Indian	1,101	841	1,888	9,420	102,752**	287	176	165	..	††16,148
Great Indian Peninsula	*604	1,554	1,734	71	†63,392	..	..	..	..	..
Madras and Southern Mahratta	214	80	300	..	23,604	26	..	..	..	1,202
Nizam's State	42	..	..	..	5,156	17	12	79	..	573
North Western	930	208	319	1,905	94,757	67	..	..	..	3,064
South Indian	137	162	104	..	13,061	..	..	..	..	..
Total	4,171	4,658	10,299	15,530	417,710	444	329	300	72	22,365
3′ 3⅜″ GAUGE.										
Assam Bengal	265	1,014	..	438	15,466	10	..	..	..	270
Bengal and North Western	456	11	..	825	39,456	(g) 529	186	320	1,210	19,183
Bombay, Baroda and Central India	651	120	60	..	52,123	193	366	576	..	2,568
Eastern Bengal	310	63	..	528	21,543	21	60	..	72	278
Jodhpur	75	32	..	..	5,551	58	31	104	312	650
Madras and Southern Mahratta	255	32	162	..	16,888	69	72	96	..	1,560
Mysore State	99	16	54	..	5,620	13	..	12	..	317
Nizam's State	47	..	..	..	3,887	(i) 37	54	168	..	1,102
Rohilkund and Kumaon	64	..	..	..	5,684	(h) 102	96	78	70	3,028
South Indian	(e)740	593	466	..	(f) 47,067	[illegible]	..	..	..	..
Total	2,962	1,881	742	1,791	213,285	1,032	865	1,354	1,664	28,956

* Includes 102 bogies Electric Stock.
(a) Includes 120 Electric Trailer Coaches.
(b) Includes 720 1st class seats of Electric Stock.
(c) Includes 4,600 2nd class seats of Electric Stock.
(d) Includes 12,920 3rd class seats of Electric Stock.
**Includes 752 seats for servants in Upper class stock and 14,274 seats in 133 Replaced vehicles running as Mela Stock.
††Includes 10 seats for servants in upper class stock and 14,958 in 249 replace vehicles run ing as mela stock.
† Includes 17,966 Third class seats of Electric Stock.
(e) Includes 48 Trailer Electric Coaches.
(f) Includes 3,456 Third class seats of Electric Stock.
(g) Includes 366 six-wheelers.
(h) Includes 27 six-wheelers.
(i) Six-wheeled.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1940—contd.

B.—COACHING STOCK—*Broad and metre gauges*—contd.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE-VAN OR MAIL ACCOMMODATION.										Railway.
Bogies.					*Four-wheelers.*					
No.	Seats by classes.				No.	Seats by classes.				
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
										5′ 6″ GAUGE.
(*n*)175	1,693	2,989	1,831	1,576	12	66	126	..	..	Bengal Nagpur.
115	1,323	2,641	150	2,849	7	42	84	..	..	Bombay, Baroda and Central India.
249	1,570	2,776	8,647	9,805	13	74	135	54	72	Eastern Bengal.
§§489	2,880	6,223	11,151	‡‡13,344	16	116	173	..	¶8	East Indian.
‡310	§3,299	§6,944	2,303	§8,757	..	..	..	..	..	Great Indian Peninsula.
154	416	1,958	2,272	6,676	6	24	36	..	..	Madras and Southern Mahratta.
26	248	591	..	558	4	24	50	..	..	Nizam's State.
615	3,395	4,545	11,434	28,169	46	340	411	..	..	North Western.
65	709	1,796	..	1,055	..	..	..	..	..	South Indian.
2,198	15,533	30,463	37,788	72,789	104	686	1,015	54	80	Total.
										3′ 3¾″ GAUGE.
152	942	..	1,966	4,549	..	..	..	..	..	Assam Bengal.
81	548	774	1,136	1,224	(*l*) 119	567	576	616	926	Bengal and North Western.
167	1,344	1,914	162	2,789	21	126	126	..	..	Bombay, Baroda and Central India.
165	954	974	2,059	3,089	36	216	246	..	..	Eastern Bengal.
55	150	266	924	1,071	13	43	52	23	..	Jodhpur.
152	376	1,041	1,687	3,298	7	28	42	..	..	Madras and Southern Mahratta.
42	156	438	180	834	1	4	6	..	..	Mysore State.
13	105	220	..	153	‖8	51	110	..	..	Nizam's State.
27	147	213	362	784	(*m*)20	67	69	139	139	Rohilkund and Kumaon.
181	1,008	2,662	177	3,543	1	6	8	..	..	South Indian.
1,035	5,730	8,502	8,653	21,334	226	1,108	1,235	778	1,065	Total.

‡ Includes 51 Bogies Electric Stock.
§ Includes 1,083 First, 3,098 Second and 3,019 Third class seats of Electric Stock; and excludes 52, 56 and 100 Dining seats respectively.
‖ Six-Wheeled.
(*l*) Includes 90 six-wheelers.
(*m*) Includes 6 six-wheelers.
(*n*) Includes 2 Railcars—Steam propelled.
§§ Excludes 3 Steam Coaches shown in statement No. 10-A (page 79).
‡‡ Includes 2,246 seats for servants in Upper class stock.
¶ Represent seats for servants in Upper class stock.

10.—Statement of Rolling Stock in service on ***Class I Railways*** *on the 31st March 1940*—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					*Four wheelers.*								
	No.	Seats by classes.				No.	Seats by classes.				No. (in units).	Seats.	No. (in units).	Seats.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5′ 6″ GAUGE.														
Bengal Nagpur . .	150	..	..	276	8,733	1	..	..	..	37	..	..	16	390
Bombay, Baroda and Central India.	107	..	..	1,407	6,075	..	..	..	..	..	..	..	9	288
Eastern Bengal . .	197	..	..	583	16,994	1	..	..	..	36	..	..	2	72
East Indian . . .	544	20	34	576	33,897	10	..	..	..	426	..	..	(*d*)19	(*f*)479
Great Indian Peninsula .	242	112	296	..	11,794	..	..	..	..	..	58	†3,133	28	(*c*)922
Madras and Southern Mahratta.	150	..	..	384	8,547	1	..	..	..	50	..	..	5	142
Nizam's State . .	25	..	..	..	1,041	..	..	..	..	..	..	..	..	..
North Western . .	532	1,046	1,139	1,199	22,877	..	..	..	..	..	18	1,152	30	640
South Indian . . .	118	72	144	..	7,651	..	..	..	..	..	..	..	2	64
Total .	2,065	1,250	1,613	4,425	117,609	13	..	..	..	549	76	4,285	111	2,997
3′ 3½″ GAUGE.														
Assam Bengal . . .	167	..	..	1,398	5,070	23	..	..	..	92	..	..	2	(*e*)46
Bengal and North Western	47	..	..	..	2,255	(*a*)24	..	..	..	609	..	..	*1	8
Bombay, Baroda and Central India.	194	..	..	..	10,363	..	..	..	..	..	..	..	5	(*b*)160
Eastern Bengal . .	157	..	..	138	6,271	4	..	..	..	63	..	..	2	30
Jodhpur	74	..	..	..	3,909	4	..	..	..	80	..	..	4	66
Madras and Southern Mahratta.	134	..	..	528	4,176	99	..	..	..	1,182	..	..	..	..
Mysore State . .	49	..	..	48	1,671	30	..	..	..	373	..	..	4	124
Nizam's State . .	20	..	128	..	498	*2	..	..	..	42	..	..	..	..
Rohilkund and Kumaon .	23	..	..	53	1,209	*1	..	..	13	19	..	..	1	(*g*)25
South Indian . . .	378	..	..	..	20,500	..	..	..	..	..	..	..	8	150
Total .	1,243	..	128	2,165	55,922	187	..	..	13	2,460	..	..	27	609

* Six-wheeled.

† 123 First class and 3,010 Third class.

(*a*) Includes 16 six-wheelers.

(*b*) Includes 72 Dining seats of 6 Bogies' composite 1st, 2nd and Dining Cars included in the number 167 shown under column 12, page 81.

(*c*) Excludes 206 seats for servants.

(*d*) Includes 11 six-wheeled Bogies.

(*e*) 36 First class and 10 Third class.

(*f*) 374 upper class and 105 Third class.

(*g*) Includes 1 Berth for Manager.

10.—Statement of Rolling Stock in service on **Class I Railways** *on the 31st March 1940*—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
									5′ 6″ GAUGE.
2	7	..	..	6	30	..	..	817	Bengal Nagpur.
1	7	..	..	12	144	§10	111	752	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	711	Eastern Bengal.
13	35	..	..	(*k*)24	155	2	4	2,505	East Indian.
5	17	..	..	21	216	..	..	1,268	Great Indian Peninsula.
3	(*l*)6	..	..	4	21	‡2	12	565	Madras and Southern Mahratta.
¶11	62	3	6	6	46	..	..	134	Nizam's State.
26	121	..	..	(*i*)22	93	..	..	2,286	North Western.
2	18	..	..	2	16	..	..	326	South Indian.
65	279	3	6	100	731	14	127	9,364	Total.
									3′ 3¼″ GAUGE.
1	2	1	5	1	3	..	..	622	Assam Bengal.
2	4	‡1	2	..	..	(*h*)14	22	1,274	Bengal and North Western.
6	22	1	1	16	94	1	2	1,255	Bombay, Baroda and Central India.
2	4	..	..	2	5	..	..	699	Eastern Bengal.
..	..	..	..	..	..	..	..	283	Jodhpur.
1	4	..	..	1	6	1	3	719	Madras and Southern Mahratta.
6	18	..	..	..	..	2	8	246	Mysore State.
4	18	‡1	4	1	3	‡1	4	134	Nizam's State.
..	..	..	..	..	..	(*j*)3	4	241	Rohilkund and Kumaon.
2	4	..	..	3	38	..	..	1,313	South Indian.
24	76	4	12	24	149	22	43	6,786	Total.

§ Includes 3 six-wheeled saloons with 27 berths.
¶ Includes 3 First class State carriages.
‡ Six-wheeled.

(*h*) Includes 6 six-wheelers.
(*i*) Tourist cars.
(*j*) Includes 1 six-wheeler.
(*k*) Includes 12 six-wheeled Bogies.
(*l*) Excludes 12 dining seats.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1940—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages.		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.	No.	No. (in units).	No. (in units).	No. (in units).	Stalls.	No. (in units).	
48	49	50	51	52	53	54	55	56	57
5′ 6″ GAUGE.									
Bengal Nagpur	..	..	28	..	73	42	252	11	64
Bombay, Baroda and Central India	..	..	..	..	58	25	150	101	2
Eastern Bengal	3	..	..	..	48	37	222	144	98
East Indian	..	..	1	10	231	131	786	(e)29	(d)48
Great Indian Peninsula	9	..	..	2	51	94	532	22	263
Madras and Southern Mahratta	..	..	..	4	57	28	168	85	2
Nizam's State	..	..	..	1	9	11	66	..	*10
North Western	13	..	..	..	114	136	816	139	(a) 417
South Indian	5	..	..	..	36	14	84	55	..
Total	30	..	29	17	677	518	3,076	586	904
3′ 3¾″ GAUGE.									
Assam Bengal	9	44	..	..	30	12	48	4	42
Bengal and North Western	..	..	..	..	(c) 33	30	120	..	(b) 3
Bombay, Baroda and Central India	..	..	..	..	60	71	284	22	6
Eastern Bengal	5	..	..	1	36	30	120	183	50
Jodhpur	..	..	..	..	(f)8	8	32	7	3
Madras and Southern Mahratta	..	..	..	..	29	31	124	34	13
Mysore State	..	..	..	..	12	18	72	17	10
Nizam's State	..	..	..	..	4	12	48	..	†3
Rohilkund and Kumaon	..	..	1	..	9	12	48	6	7
South Indian	11	..	3	..	46	42	96	9	11
Total	25	44	4	1	267	266	992	282	148

* Includes 3 State Vehicles detailed against remark (†)

(a) Includes 162 Cold Storage Vans and 23 Insulated Fruit Vans.

(b) Includes 1 six-wheeler.

(c) Includes 12 six-wheelers.

(d) Includes one six-wheeled Bogie and 3 Bogie Parcel Vans provided with insulation in one comptt. of each.

(e) 3 Bogie Luggage Vans are provided with insulation in one comptt. of each.

(f) Includes 3 combined Motor and Parcel Vans.

† H. E. H. the Nizam's State Stock for private use (one 4-wheeled Dynamo Van, one bogie composite 3rd class bogie and kitchen and one bogie Mezkhana car).

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1940—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—concld.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units. (Cols. 46, 58 to 60.)	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.			No.	Berths.	
No.	No.					
58	59	60	61	62	63	64
						5′ 6″ GAUGE.
..	..	218	1,035	186	(g) 136	Bengal Nagpur.
36	3	186	977	20	40	Bombay, Baroda and Central India.
—	12	330	1,053	66	(h) 122	Eastern Bengal.
—	72	450	3,027	(n)368	264	East Indian.
14	14	441	1,737	177	294	Great Indian Peninsula.
—	32	176	773	87	270	Madras and Southern Mahratta.
—	..	31	‡165	12	22	Nizam's State.
—	96	819	3,201	259	458	North Western.
—	—	110	436	31	43	South Indian.
50	229	2,761	12,404	1,206	1,649	Total.
						3′ 3¼″ GAUGE.
—	..	141	763	115	317	Assam Bengal.
1	(j)162	66	1,503	(k)93	43	Bengal and North Western.
32	3	159	1,449	23	46	Bombay, Baroda and Central India.
—	22	305	1,026	95	(h) 121	Eastern Bengal.
4	11	26	324	47	105	Jodhpur.
..	—	107	826	94	132	Madras and Southern Mahratta.
11	..	57	314	14	37	Mysore State.
—	13	19	(i)166	(m)23	15	Nizam's State.
—	—	35	276	(l)13	17	Rohilkund and Kumaon.
..	..	122	1,435	52	77	South Indian.
48	211	1,037	8,082	574	915	Total.

‡ Includes 17 units of State Stock for private use.
(g) Excludes 16 chairs.
(h) Excluding those of one Inspection Car and one electric charging van
(i) Includes 8 units of State Stock for private use.
(j) Includes 122 six-wheelers.
(k) Includes 14 six-wheelers and 5 bogies.
(l) Includes 5 six-wheelers.
(m) Includes 14 workmen's train Carriages.
(n) Includes 1 six-wheeled Reserved & 1 six-wheeled Bogie Reserved.

10.—*Statement of Rolling Stock in service on Class I Railways*

C.—Goods

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal Nagpur .	..	7,816	..	..	166,694	..	12,273	..	..	271,008	..	37
Bombay, Baroda & Central India.	351	5,694	..	..	131,235	18	2,088	..	..	46,242	..	..
Eastern Bengal .	950	6,221	..	2	144,712	..	72	..	2	1,677	253	504
East Indian .	17	30,783	6	2	616,324	..	17,312	12	14	364,698	12	391
Great Indian Peninsula.	2,096	9,108	..	1,076	270,086	462	2,726	..	215	74,417	388	185
Madras & Southern Mahratta.	330	3,819	..	..	92,149	7	990	..	73	25,680	..	331
Nizam's State .	..	(*a*) 974	..	..	20,962	..	(*b*)1,088	..	..	24,031	..	149
North Western .	359	22,937	298	1	521,153	10	2,615	11	89	60,338	9	1,572
South Indian .	..	1,507	..	..	33,100	..	614	..	..	13,566	..	..
Total .	4,103	88,859	304	1,081	1,996,415	497	39,778	23	393	881,657	662	3,169

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3¾″ Gauge.												
Assam Bengal .	378	3,938	100	..	49,188	10	..	40	..	900	..	..
Bengal & North-Western.	3,817	5,897	955	..	123,053	..	..	..	..	..	423	948
Bombay, Baroda & Central India.	64	5,560	329	95	79,445	201	128	462	14	12,374	..	383
Eastern Bengal .	892	2,131	582	871	71,262	..	10	2	10	457	139	142
Jodhpur . .	..	1,516	490	300	27,788	..	..	..	..	..	..	92
Madras & Southern Mahratta.	201	2,986	1,801	40	73,340	..	699	65	43	12,734	4	..
Mysore State .	4	567	308	31	13,526	..	195	136	44	5,861	..	13
Nizam's State .	..	(*d*) 967	..	..	12,378	..	*33	..	..	373	..	‡237
Rohilkund and Kumaon.	303	1,278	874	..	34,098	..	..	30	..	540	2	255
South Indian .	346	1,237	1,898	45	55,833	40	346	176	349	15,418	..	..
Total .	6,005	26,077	7,337	1,382	539,911	251	1,411	911	460	48,657	568	2,070

* 3 of these have been coupled to goods brake vans.
(*a*) 20 of these are being used as coaching vehicles.
(*b*) Includes 11 high-sided open wagons stencilled as coaching vehicles.
‡ Includes 12 wagons suitable for conveyance of carriages and motor cars by passenger trains.
(*d*) Includes 16 wagons used as temporary coaching vehicles.

on the 31st March 1940—Broad and Metre gauges—contd.

Stock.

column shave been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trollies). (In units.)	Travelling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
					Timber or rail wagons.										
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	24 tons and under.	Over 24 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															5′ 6″ GAUGE.
..	..	718	28	10	240	584	30	168	1,123	22,309	460	230	77	2	B. N.
§36	224	10,578	990	12	70	..	30	133	1	9,647	193	518	16	17	B. B. & C. I.
5	..	15,961	..	4	18	97	87	92	103	8,410	105	116	29	5	E. B.
..	..	8,223	101	34	9	446	25	619	372	50,155	991	1,259	123	36	E. I.
..	..	9,740	1,439	32	179	70	84	195	29	18,284	497	**602	86	22	G. I. P.
..	..	7,111	3	30	99	9	56	131	7	5,885	130	97	34	2	M. & S. M.
..	..	3,220	..	..	10	..	..	..	..	2,221	38	163	5	††14	N. S.
114	28	42,253	2	48	..	439	117	450	†347	29,446	436	406	97	20	N. W.
..	..	..	..	13	101	12	23	6	4	2,280	77	176	7	..	S. I.
155	252	97,804	2,563	183	726	1,657	452	1,794	1,986	148,637	2,927	3,567	474	118	Total

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service (in units).	Railway service vehicles (including inspection trollies) (in units).	Travelling Cranes and their dummy trucks (in units).	Road Motors.	Railway.
					Timber or rail wagons.										
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	15 tons and under.	Over 15 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															3′ 3¾″ GAUGE.
..	..	..	12	1	..	189	180	113	169	5,130	2	596	19	2	A. B.
28	..	15,557	..	..	277	100	20	§§158	1	12,624	130	35	47	1	B. & N. W.
221	..	8,903	955	25	4	270	6	36	24	8,777	173	633	44	4	B. B. & C. I.
108	108	8,080	..	8	68	169	11	55	11	5,317	78	124	40	..	E. B.
70	223	6,698	35	3	..	..	10	26	..	2,765	50	95	2	7	Jodhpur.
136	45	3,777	113	11	118	21	26	66	172	6,547	237	104	34	..	M. & S. M.
..	..	148	42	3	52	28	6	26	(e) 40	1,455	31	2	22	(c) 6	Mysore State.
..	2	2,879	..	..	14	..	1	3	..	1,297	45	94	6	..	N. S.
..	..	2,962	..	2	59	40	..	..	7	2,850	66	73	26	1	R. & K.
5	8	271	..	16	..	125	26	97	13	4,727	223	1,404	20	1	S. I.
568	386	49,275	1,157	69	592	942	286	580	437	51,489	1,035	3,160	260	22	Total.

§ Includes one six-wheeler. † Includes 341 sugar cane trucks. (c) 5 Buses and 1 lorry.
** Includes 60 bogie ballast Hopper wagons on loan to E. I. Rly. †† Includes 3 motor cycles with side cars.
§§ Includes 2 four-wheeled I. R. C. A. type low-sided trucks temporarily converted into molasses tanks.
(e) Sugar cane trucks.

10.– *Statement of Rolling Stock in service on Class I Railways on the 31st March 1940*—concld

Coaching Stock—(*Narrow gauge*).

Note.—The term 'in units' occurring in certain columns of this Statement indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles (including brake vans for public use). In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailer for public use. In units.
	No. (in units).	Seats by Classes.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	329	299	446	768	9,126	26	355	23	3
Bombay, Baroda and Central India	74	(a)	176	(a)	3,101	...	74	..	..
Eastern Bengal	56	66	30	110	1,396	...	56	..	..
Great Indian Peninsula	48	66	..	..	1,856	2	50	3	..
Mysore State	32	(a)	48	(a)	1,152	1	33	2	..
North Western	282	364	580	869	9,353	60	342	10	..
South Indian	34	..	40	..	783	..	34	1	..
Total	855	795	1,320	1,747	26,767	89	944	39	3

Goods Stock—(*Narrow gauge*).

Railway.	Goods wagons (including special wagons and brake-vans).		Railway service wagons. (In units).	Remarks.
	Number (In units).	Total capacity (in tons).		
1	2	3	4	5
2′ 6″ and 2′ 0″ Gauges.				
Bengal Nagpur	*1,986	**30,815	12	
Bombay, Baroda and Central India	‖336	¶4,183	1	
Eastern Bengal	†21	††101	..	
Great Indian Peninsula	‡204	‡‡3,208	30	
Mysore State	(e) 134	(d) 1,191	13	
North Western	§825	§§11,555	81	
South Indian	78	765	(b)1	
Total	3,584	51,818	138	

* Includes 303 special wagons.
† Includes 4 special wagons.
‡ Includes 3 special wagons.
§ Includes 127 special wagons.
‖ Includes 16 special wagons.
¶ Includes 61 tons carrying capacity of 16 special wagons.
** Includes 3,401 tons carrying capacity of 303 special wagons.
†† Includes 20 tons carrying capacity of 4 special wagons.
‡‡ Includes 18 tons carrying capacity of 3 special wagons.
§§ Includes 1,123 tons carrying capacity of 127 special wagons.
(a) Included in next column.
(b) Motor Inspection Trolly.
(d) Includes 6 tons carrying capacity of 2 special wagons.
(e) Includes 2 special wagons.

11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN, ROLLING STOCK ON CLASS I RAILWAYS DURING THE YEAR 1939-40.

11.—*Statement of net additions to, or reductions in*

Note 1.—The figures in this statement are not susceptible of comparison with the previous year due to certain adjustments carried out at

Note 2.—The term 'in units' occurring in certain columns of this statement indicates that the figures in these columns have been

Railway.	Locomotives.			Rail Cars (Steam Propelled).		Rail Cars (Internal Combustion Engine Propelled).		Electric motor coaches.		Coaching vehi used exclusively	
	Steam.	Electric.								Pass	
	No.	No.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	No. (in units).	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ gauge.											
Bengal Nagpur	4	..	316,365	..	..	..	..	..	..	26	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	2	..
Eastern Bengal	—1	..	7,436	..	..	..	..	..	..	—42	—140
East Indian	4	..	121,210	..	..	..	..	..	..	—11	—56
Great Indian Peninsula	—2	..	—4,705	..	..	—1	—55	..	‡2,482	—7	449
Madras and Southern Mahratta	10	..	352,596	..	..	..	..	..	..	—38	—34
Nizam's State	..	..	..	..	..	4	336	..	..	7	—6
North Western	—15	..	—421,115	..	..	..	..	..	..	—17	138
South Indian	2	..	39,000	..	..	..	..	..	..	—3	—11
Total	2	..	410,787	..	..	3	281	..	2,482	—83	340
3′ 3¾″ gauge.											
Assam-Bengal	..	..	3,052	..	..	..	..	..	..	2	..
Bengal and North Western	1	..	29,992	..	..	..	..	..	..	5	24
Bombay, Baroda and Central India	6	..	36,834	..	..	..	..	..	..	8	—24
Eastern Bengal	..	..	2,314	—1	56	—2	—56	..	..	22	—160
Jodhpur	..	..	24,310	..	..	..	..	..	..	5	—10
Madras and Southern Mahratta	1	..	40,285	..	..	..	..	..	..	—27	..
Mysore State	2	..	..	..	..	..	..	..	..	21	6
Nizam's State	..	..	..	..	..	..	..	..	..	3	—18
Rohilkund and Kumaon	..	..	21,561	..	..	..	..	..	..	..	..
South Indian	16	..	199,920	..	..	..	..	..	..	—26	—103
Total	26	..	358,268	—1	56	—2	—56	..	..	13	—285
2′ 6″ & 2′ 0″ gauges.											
Bengal Nagpur	—4	..	—28,256	..	..	..	..	..	..	—25	—187
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	2	..
Eastern Bengal	..	..	1,342	..	..	..	..	..	..	—1	—4
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	..	..
Mysore State	2	..	..	..	..	..	..	..	..	9	..
North Western	..	..	..	..	..	..	—4	..	..	..	..
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total	—2	..	—26,914	..	..	..	—4	..	..	—15	—191

‡ Due to inclusion of Standing accomodation.

Rolling Stock on Class I Railways during the year 1939-40—(By gauges).

the instance of the railways.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

CLES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					Railway Service vehicles, including Officers carriages, Inspection trollies, Travelling cranes and Dummy Trucks.			
nger carriages.			Other coaching vehicles including brake vans (in units).	Covered wagons.		Open wagons.		Special wagons including brake vans (in units).			Road Motors.	Railway.
Seats.				No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).		Passenger (in units).	Goods (in units).		
2nd.	Inter.	3rd.										
13	14	15	16	17	18	19	20	21	22	23	24	25
												5′ 6″ GAUGE.
48	—311	2,606	11	383	8,700	—185	—3,960	—12	4	19	..	Bengal Nagpur.
96	..	47	17	117	2,584	—6	—127	51	..	1	—1	Bombay, Baroda and Central India.
—63	—1,223	—2,650	11	123	2,841	—59	—1,097	—4	—1	—6	..	Eastern Bengal.
—60	—498	—40	—25	241	5,077	483	10,737	99	2	110	..	East Indian.
1,157	246	6,544	—3	104	2,422	—17	—360	—14	—3	—3	..	Great Indian Peninsula.
—21	66	—1,413	6	—32	—435	—7	—108	45	5	7	..	Madras and Southern Mahratta.
—57	..	289	—2	47	1,031	163	3,591	..	..	4	1	Nizam's State.
425	—137	—180	—16	670	8,754	48	1,698	196	8	..	..	North Western.
—22	..	—189	—11	..	—27	..	—5	—1	1	40	..	South Indian.
1,503	—1,857	5,014	—12	1,653	30,947	420	10,429	360	16	172	..	Total.
												3′ 3¾″ GAUGE.
..	144	—50	1	—81	—808	—5	—90	—4	5	..	..	Assam-Bengal.
36	—66	16	..	65	790	—3	—30	2	4	3	..	Bengal and North Western.
—6	..	790	—1	171	2,196	—23	—242	—7	—1	..	..	Bombay, Baroda and Central India.
114	21	1,462	—4	—79	—1,882	—9	272	—14	5	18	..	Eastern Bengal.
36	26	39	1	..	..	—5	—52	7	2	7	..	Jodhpur.
12	172	—572	—3	—13	—180	..	..	—1	—5	—2	..	Madras and Southern Mahratta.
6	60	—5	30	42	982	—8	—90	—1	4	..	¶1	Mysore State.
—64	..	398	1	..	..	—8	—87	41	..	—28	..	Nizam's State.
—3	—8	—82	..	..	..	..	..	2	..	..	..	Rohilkund and Kumaon.
—183	..	—783	—6	150	2,700	—2	—14	8	—3	—5	..	South Indian.
—52	349	1,213	19	255	3,798	—63	—333	33	11	—7	1	Total.
												2′ 6″ & 2′ 0″ GAUGES.
—54	—67	—416	..	..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	93	..	..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	—3	—61	..	—2	—7	2	16	—2	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	—2	2	..	..	Great Indian Peninsula.
12	—4	213	10	2	23	—2	7	..	..	6	..	Mysore State.
24	..	—6	..	1	31	1	24	..	..	—2	..	North Western.
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.
—18	—74	—177	10	1	47	1	47	—4	2	4	..	Total.

¶Motor Bus.

12.—*Statement of Passenger Revenue Statistics of*

(Includes also passenger revenue statistics

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic.	Passengers carried	
		1st.	2nd.	Inter.	3rd.	Total.	(a)	1st.	2nd.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1938-39*	*19,3*	*87,7*	*1,555,2*	*15,549,5*	*17,211,7*	*543,9*	*21,5*	*97,3*
	1939-40	18,1	85,3	1,525,2	15,479,1	17,107,7	561,5	20,3	96,0
Bombay, Baroda and Central India	*1938-39*	*40,2*	*1,338,3*	*62,9*	*62,736,8*	*64,228,2*	*3,324,1*	*46,1*	*1,437,1*
	1939-40	34,0	1,338,0	63,8	63,245,1	64,680,9	3,281,5	39,6	1,395,7
Eastern-Bengal	*1938-39*	*42,6*	*244,7*	*2,444,5*	*29,017,8*	*31,749,6*	*1,327,2*	*43,6*	*260,4*
	1939-40	39,4	252,5	2,409,7	30,306,2	33,007,8	1,375,8	44,9	272,1
East Indian	*1938-39*	*56,2*	*338,1*	*3,364,1*	*56,067,1*	*59,825,5*	*2,655,9*	*64,3*	*366,8*
	1939-40	54,9	335,6	3,459,1	56,168,1	60,017,7	2,480,9	62,2	364,3
Great Indian Peninsula	*1938-39*	*51,8*	*695,1*	*111,0*	*53,573,7*	*54,431,6*	*1,737,6*	*63,3*	*734,4*
	1939-40	46,7	684,2	117,8	53,986,6	54,835,3	1,788,5	57,5	725,5
Madras and Southern Mahratta	*1938-39*	*9,9*	*103,0*	*322,0*	*17,311,2*	*17,746,1*	*1,267,3*	*15,6*	*146,6*
	1939-40	7,6	109,4	347,0	16,502,0	16,966,0	2,374,7	13,6	133,4
Nizam's State	*1938-39*	*4,4*	*30,4*	*2,5*	*3,350,6*	*3 387,9*	*266,8*	*6,8*	*40,0*
	1939-40	4,7	29,3	2,1	3,281,0	3,317,1	252,3	7,1	38,4
North-Western	*1938-39*	*39,4*	*273,3*	*1,564,0*	*61,869,5*	*63,746,2*	*1,213,4*	*46,3*	*298,4*
	1939-40	40,3	263,0	1,560,7	63,727,2	65,591,2	1,020,9	47,7	289,0
South Indian	*1938-39*	*5,9*	*80,1*	*Nil*	*12,902,0*	*12,988,0*	*774,1*	*9,1*	*103,0*
	1939-40	4,7	75,6	Nil	11,738,7	11,819,0	870,6	8,0	100,7
TOTAL 5′ 6″ GAUGE	*1938-39*	*269,7*	*3,240,7*	*9,426,2*	*312,378,2*	*325,314,3*	*13,110,3*	*321,6*	*3,434,0*
	1939-40	250,4	3,172,9	9,485,4	314,434,0	327,342,7	14,006,7	300,9	3,415,1
3′ 3½″ GAUGE.									
Assam Bengal	*1938-39*	*39,6*	*8*	*351,3*	*13,257,0*	*13,648,7*	*374,0*	*43,6*	*1,2*
	1939-40	32,8	9	381,1	14,161,2	14,576,0	304,1	37,0	1,0
Bengal and North Western	*1938-39*	*11,9*	*83,3*	*418,0*	*31,130,4*	*31,649,6*	*1,122,9*	*12,5*	*93,4*
	1939-40	9,8	88,1	723,8	28,847,3	29,669,0	1,090,0	10,5	92,0
Bombay, Baroda and Central India.	*1938-39*	*7,9*	*93,2*	*19,8*	*21,821,3*	*21,942,2*	*3,812,3*	*13,7*	*132,0*
	1939 40	8,1	85,8	24,1	21,011,6	21,129,6	3,618,7	13,8	124,7

Class I Railways for the years 1938-39 and 1939-40.

of Electric Multiple Unit suburban trains.)

(in hundreds). (*a*)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									5′ 6″ GAUGE.
1,577,5	*16,059,3*	*17,755,6*	*20,520,1*	*4,949*	*16,798*	*64,907*	*768,981*	*855,635*	Bengal Nagpur.
1,548,4	16,004,5	17,669,2	20,594,2	4,849	17,623	65,959	778,752	867,183	
69,2	*65,999,9*	*67,552,3*	*93,615,6*	*9,994*	*38,435*	*22,018*	*1,223,837*	*1,294,284*	Bombay, Baroda and Central India.
71,4	66,455,7	67,962,4	93,466,2	9,211	38,090	24,220	1,242,476	1,313,997	
2,510,2	*30,257,6*	*33,076,8*	*45,634,1*	*4,182*	*12,409*	*50,411*	*707,242*	*774,244*	Eastern Bengal.
2,487,2	31,579,4	34,383,6	48,326,0	3,919	12,626	53,936	721,990	792,471	
3,441,5	*58,608,8*	*62,481,4*	*62,481,4*	*15,127*	*53,017*	*197,973*	*3,273,046*	*3,539,163*	East Indian.
3,538,0	58,534,1	62,498,6	62,498,6	13,939	52,059	201,597	3,184,853	3,452,448	
171,7	*55,199,8*	*56,169,2*	*57,215,0*	*16,580*	*47,432*	*29,217*	*1,834,756*	*1,927,985*	Great Indian Peninsula.
175,0	55,665,8	56,623,8	57,676,3	14,429	47,956	31,802	1,867,631	1,961,818	
338,2	*18,513,0*	*19,013,4*	*32,823,2*	*3,921*	*16,458*	*18,464*	*607,338*	*646,181*	Madras and Southern Mahratta.
363,9	18,829,8	19,340,7	32,202,2	3,544	15,080	19,254	591,997	629,875	
4,9	*3,603,0*	*3,654,7*	*9,086,8*	*868*	*4,329*	*734*	*177,232*	*183,163*	Nizam's State.
4,4	3,519,5	3,569,4	8,882,8	871	4,367	695	173,750	179,683	
1,602,9	*63,012,0*	*64,959,6*	*65,674,2*	*12,626*	*43,567*	*107,459*	*2,755,646*	*2,924,298*	North Western.
1,599,3	64,676,1	66,612,1	67,245,9	12,060	45,542	104,719	2,719,716	2,882,037	
Nil	*13,650,0*	*13,762,1*	*60,947,5*	*1,442*	*8,544*	*Nil*	*320,627*	*330,613*	South Indian.
Nil	12,580,9	12,689,6	56,113,5	1,104	7,325	Nil	285,173	293,602	
9,716,1	*324,903,4*	*338,425,1*		*69,689*	*245,989*	*491,183*	*11,668,705*	*12,475,566*	TOTAL 5′ 6″ GAUGE.
9,787,6	327,845,8	341,349,4		63,926	240,668	502,182	11,566,338	12,373,114	
									3′ 3⅜″ GAUGE.
365,5	*13,612,4*	*14,022,7*	*14,022,7*	*3,032*	*10*	*18,043*	*385,108*	*406,193*	Assam Bengal.
395,3	14,446,8	14,880,1	14,880,1	2,673	10	18,640	415,562	436,885	
434,6	*32,232,0*	*32,772,5*	*32,772,5*	*1,311*	*7,039*	*27,139*	*1,178,742*	*1,214,231*	Bengal and North Western.
740,5	29,916,0	30,759,0	30,759,0	1,076	6,477	34,716	1,123,217	1,165,486	
26,6	*25,582,7*	*25,755,0*	*	*1,757*	*11,552*	*1,204*	*1,026,356*	*1,041,369*	Bombay, Baroda and Central India.
33,1	24,576,7	24,748,3	*	1,529	10,953	1,521	975,705	989,708	

(*a*) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Included under 5′ 6″ gauge.

12.—*Statement of Passenger Revenue Statistics of*

(Includes also passenger revenue statistics

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a)	Passen	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8	9	10
3′ 3⅜″ GAUGE—*concld.*									
Eastern Bengal	*1938-39*	*7,4*	*41,5*	*419,8*	*11,545,2*	*12,013,9*	*1,636,1*	*13,5*	*56,4*
	1939-40	7,0	41,9	458,1	12,979,4	13,486,4	1,823,1	14,0	58,5
Jodhpur	*1938-39*	*2,4*	*22,1*	*133,7*	*4,312,3*	*4,470,5*	*422,3*	*4,1*	*29,8*
	1939-40	1,8	21,1	132,6	4,533,8	4,689,3	382,5	3,4	30,2
Madras and Southern Mahratta.	*1938-39*	*2,9*	*58,7*	*219,6*	*14,006,0*	*14,287,2*	*1,476,0*	*5,8*	*94,3*
	1939-40	3,0	55,8	258,4	14,736,8	15,054,0	2,417,6	5,9	69,6
Mysore State	*1938-39*	*2,8*	*58,0*	*8,7*	*7,067,2*	*7,136,7*	*141,7*	*3,8*	*62,7*
	1939-40	2,4	58,9	8,7	7,704,7	7,774,7	179,8	3,5	63,4
Nizam's State	*1938-39*	*3,8*	*35,5*	*Nil*	*5,255,4*	*5,294,7*	*234,9*	*4,4*	*40,4*
	1939-40	3,8	38,5	Nil	5,209,0	5,251,3	131,7	4,2	41,1
Rohilkund and Kumaon	*1938-39*	*2,6*	*16,7*	*61,4*	*6,657,2*	*6,737,9*	*244,9*	*3,4*	*21,1*
	1939-40	2,4	16,7	71,5	7,097,9	7,188,5	214,9	3,1	20,9
South Indian	*1938-39*	*10,5*	*227,2*	*4,6*	*46,663,8*	*46,906,1*	*689,7*	*15,9*	*249,0*
	1939-40	10,4	230,4	5,0	43,112,2	43,358,0	671,3	14,9	253,8
TOTAL 3′ 3⅜″ GAUGE	*1938-39*	*91,8*	*643,0*	*1,636,9*	*161,715,3*	*164,087,5*	*10,155,3*	*120,7*	*780,3*
	1939-40	81,5	638,1	2,063,3	159,393,9	162,176,8	10,833,7	110,3	755,2
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	*1938-39*	*5*	*6,2*	*52,6*	*2,837,3*	*2,896,6*	*150,9*	*9*	*9,2*
	1939-40	5	5,7	49,6	3,000,6	3,056,4	168,6	9	8,5
Bombay, Baroda and Central India.	*1938-39*	*Nil*	*4,1*	*Nil*	*2,629,6*	*2,633,7*	*815,7*	*Nil*	*5,0*
	1939-40	Nil	3,3	Nil	2,562,8	2,566,1	844,0	Nil	4,1
Eastern Bengal	*1938-39*	*1*	*2,1*	*3,1*	*658,0*	*663,3*	*115,4*	*1*	*2,6*
	1939-40	Nil	2,2	2,9	604,2	609,3	73,1	Nil	2,7
Great Indian Peninsula	*1938-39*	*	*9*	*	*1,123,4*	*1,124,3*	*80,1*	*	*1,2*
	1939-40	*	1,0	*	1,133,3	1,134,3	93,1	*	1,3
Mysore State	*1938-39*	*Nil*	*1,8*	*Nil*	*880,7*	*882,5*	*19,9*	*Nil*	*1,9*
	1939-40	Nil	1,6	Nil	904,7	906,3	20,8	Nil	1,6
North Western	*1938-39*	*2,5*	*8,8*	*22,0*	*859,7*	*893,0*	*162,2*	*4,2*	*14,4*
	1939-40	2,9	9,5	20,5	776,8	809,7	166,4	5,0	15,2
South Indian	*1938-39*	*Nil*	*1,3*	*Nil*	*646,1*	*647,4*	*187,3*	*Nil*	*18,2*
	1939-40	Nil	1,4	Nil	469,2	470,6	225,7	Nil	21,0
TOTAL 2′ 6″ AND 2″ 0″ GAUGES	*1938-39*	*3,1*	*25,2*	*77,7*	*9,934,8*	*9,740,8*	*1,531,5*	*5,2*	*52,5*
	1939-40	3,4	24,7	73,0	9,451,6	9,552,7	1,581,7	5,9	54,3
TOTAL CLASS I RAILWAYS	*1938-39*	*364,6*	*3,908,9*	*11,140,8*	*483,728,8*	*499,143,1*	*24,797,1*	*447,5*	*4,316,8*
	1939-40	335,3	3,835,7	11,621,7	483,279,5	499,072,2	26,422,1	417,1	4,224,6

*Included in next column.

Class I Railways for the years 1938-39 and 1939-40—contd.

of Electric Multiple Unit Suburban trains.)

gers carried (*in* hundreds). (*a*)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									3′ 3¾″ GAUGE—*concld.*
488,1	*13,092,0*	*13,650,0*	†	*1,236*	*3,181*	*15,157*	*450,200*	*469,774*	Eastern Bengal.
545,9	14,691,1	15,309,5	†	1,405	3,565	17,853	494,693	517,516	
139,6	*4,719,3*	*4,892,8*	*4,892,9*	*477*	*2,917*	*5,936*	*190,738*	*200,068*	Jodhpur.
138,7	4,899,5	5,071,8	5,071,8	469	3,228	6,210	191,106	201,013	
245,2	*15,417,9*	*15,763,2*	‡	*826*	*8,009*	*8,300*	*379,722*	*396,357*	Madras and Southern Mahratta.
293,9	17,102,2	17,471,6	†	923	6,985	9,865	398,105	415,878	
12,2	*7,199,7*	*7,278,4*	*8,180,8*	*441*	*4,084*	*1,116*	*189,694*	*195,335*	Mysore State.
13,1	7,874,5	7,954,5	8,881,6	335	3,910	1,117	207,353	212,715	
Nil	*5,484,8*	*5,529,6*	†	*495*	*2,876*	*Nil*	*185,975*	*189,346*	Nizam's State.
Nil	5,337,7	5,383,0	†	476	2,852	Nil	190,948	194,276	
65,5	*6,892,8*	*6,982,8*	*6,982,8*	*369*	*1,993*	*3,016*	*175,424*	*180,802*	Rohilkund and Kumaon.
75,5	7,303,9	7,403,4	7,403,4	344	2,131	3,376	187,282	193,133	
4,7	*47,326,2*	*47,595,8*	†	*2,136*	*17,839*	*851*	*989,119*	*1,009,945*	South Indian.
5,0	43,755,6	44,029,3	†	1,765	14,539	910	874,047	891,261	
1,782,0	*171,559,8*	*174,242,8*		*12,080*	*59,500*	*80,762*	*5,151,578*	*5,303,920*	TOTAL 3′ 3¾″ GAUGE.
2,241,0	169,904,0	173,010,5		10,995	54,650	94,208	5,058,018	5,217,871	
									2′ 6″ AND 2′ 0″ GAUGES.
62,3	*2,974,6*	*3,047,5*	†	*43*	*467*	*2,001*	*80,547*	*83,058*	Bengal-Nagpur.
60,0	3,145,6	3,215,0	†	40	444	1,953	82,267	84,704	
Nil	*3,444,4*	*3,449,4*	†	*Nil*	*116*	*Nil*	*35,132*	*35,248*	Bombay, Baroda and Central India.
Nil	3,406,0	3,410,1	†	Nil	94	Nil	33,385	33,479	
4,2	*771,8*	*778,7*	†	*1*	*35*	*35*	*6,920*	*6,991*	Eastern Bengal.
3,8	675,9	682,4	†	Nil	38	30	6,202	6,270	
*	*1,203,2*	*1,204,4*	†	*	*33*	*	*19,888*	*19,921*	Great Indian Peninsula.
*	1,226,2	1,227,4	†	*	34	*	20,614	20,648	
Nil	*900,5*	*902,4*	‡	*Nil*	*42*	*Nil*	*15,850*	*15,892*	Mysore State.
Nil	925,5	927,1	‡	Nil	37	Nil	16,153	16,190	
28,2	*1,008,4*	*1,055,2*	†	*287*	*939*	*1,101*	*31,897*	*34,224*	North Western.
27,2	928,7	976,1	†	341	1,046	1,125	30,796	33,308	
Nil	*816,5*	*834,7*	†	*Nil*	*367*	*Nil*	*12,468*	*12,835*	South Indian.
Nil	675,3	696,3	†	Nil	172	Nil	7,723	7,895	
95,2	*11,119,4*	*11,272,3*		*331*	*1,999*	*3,137*	*202,702*	*208,169*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
91,0	10,983,2	11,134,4		381	1,865	3,108	197,140	202,494	
11,693,3	*507,582,6*	*523,940,2*	*514,852,6*	*82,100*	*307,488*	*575,082*	*17,022,985*	*17,987,655*	TOTAL CLASS I RAILWAYS.
12,119,6	508,733,0	525,494,3	514,001,6	75,302	297,183	599,498	16,821,496	17,793,479	

(*a*) See note (*a*) on page 93.

† Included under 5′ 6″ Gauge.
‡ Included under 3′ 3¾″ Guage.

12.—*Statement of Passenger Revenue Statistics of*

(Includes also passenger revenue statistics

Railway.	Year.	Average number of miles a passenger was carried.*				
		1st.	2nd.	Inter.	3rd.	Total.
21	22	23	24	25	26	27
5′ 6″ gauge.						
Bengal Nagpur	*1938-39*	*230·7*	*172·7*	*41·1*	*47·9*	*48·2*
	1939-40	238·7	183·6	42·6	48·7	49·1
Bombay, Baroda and Central India	*1938-39*	*216·5*	*26·7*	*318·4*	*18·5*	*19·2*
	1939-40	232·3	27·3	339·2	18·7	19·3
Eastern Bengal	*1938-39*	*86·1*	*47·7*	*20·1*	*23·4*	*23·4*
	1939-40	87·2	46·4	21·7	22·9	23·0
East Indian	*1938-39*	*235·0*	*145·0*	*58·0*	*56·0*	*57·0*
	1939-40	224·0	143·0	57·0	54·0	55·0
Great Indian Peninsula	*1938-39*	*261·9*	*64·6*	*170·2*	*33·2*	*34·3*
	1939-40	251·1	66·1	181·7	33·6	34·6
Madras and Southern Mahratta	*1938-39*	*251·3*	*112·3*	*54·6*	*32·8*	*34·0*
	1939-40	260·6	113·0	52·9	31·4	32·6
Nizam's State	*1938-39*	*127·7*	*108·0*	*150·7*	*49·2*	*50·1*
	1939-40	121·8	113·8	159·3	49·4	50·3
North Western	*1938-39*	*272·6*	*162·7*	*67·0*	*43·7*	*45·0*
	1939-40	252·7	157·6	65·5	42·1	43·3
South Indian	*1938-39*	*159·2*	*83·0*	*Nil*	*23·5*	*24·0*
	1939-40	137·6	72·7	Nil	22·7	23·1
Total 5′ 6″ gauge	*1938-39*	*216·7*	*70·6*	*50·6*	*35·9*	*36·9*
	1939-40	212·4	70·5	51·3	35·3	36·3
3′ 3¾″ gauge.						
Assam Bengal	*1938-39*	*69·6*	*7·80*	*49·4*	*28·3*	*29·0*
	1939-40	72·3	10·2	47·2	28·8	29·4
Bengal and North Western	*1938-39*	*104·5*	*76·4*	*62·5*	*36·6*	*37·1*
	1939-40	102·7	70·4	46·9	37·6	37·9
Bombay, Baroda and Central India.	*1938-39*	*128·5*	*87·5*	*45·2*	*40·1*	*40·4*
	1939-40	111·0	87·8	46·0	39·7	40·0

* *Columns 23 to 27*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class I Railways for the years 1938-39 and 1939-40—contd.

of Electric Multiple Unit Suburban trains.)

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						5' 6" gauge.
4,54	*7,62*	*13,30*	*1,27,33*	*1,52,79*	*17·6*	*8·71*	*3·93*	*3·18*	*3·43*	Bengal-Nagpur.
4,35	7,91	13,67	1,29,50	1,55,43	17·2	8·62	3·98	3·19	3·44	
8,69	*16,74*	*5,04*	*1,89,69*	*2,20,07*	*16·5*	*8·36*	*4·39*	*2·97*	*3·26*	Bombay, Baroda and Central India.
7,83	16,58	5,54	1,92,37	2,22,32	16·3	8·36	4·39	2·97	3·25	
3,57	*6,29*	*3,79*	*1,10,65*	*1,29,30*	*16·4*	*9·73*	*3·35*	*3·00*	*3·21*	Eastern-Bengal.
3,27	6,32	9,31	1,11,95	1,30,85	16·0	9·61	3·31	2·98	3·17	
12,57	*20,71*	*37,69*	*4,70,82*	*5,41,79*	*15·9*	*7·49*	*3·65*	*2·76*	*2·93*	East Indian.
11,06	20,11	38,15	4,55,44	5,24,76	15·2	7·41	3·63	2·74	2·91	
17,35	*23,43*	*9,00*	*2,87,49*	*3,37,27*	*20·1*	*9·48*	*5·91*	*3·01*	*3·36*	Great Indian Peninsula.
14,43	22,83	9,45	2,91,09	3,37,80	19·2	9·14	5·70	2·99	3·31	
4,22	*7,16*	*5,17*	*1,09,35*	*1,25,90*	*20·7*	*8·35*	*5·38*	*3·46*	*3·74*	Madras and Southern Mahratta.
3,75	7,08	5,42	1,08,15	1,24,40	20·3	9·01	5·40	3·51	3·79	
88	*2,20*	*24*	*29,25*	*32,57*	*19·4*	*9·75*	*6·44*	*3·17*	*3·41*	Nizam's State.
87	2,16	24	28,69	31,96	19·2	9·50	6·45	3·17	3·41	
10,49	*20,88*	*24,61*	*4,03,40*	*4,59,38*	*16·0*	*8·25*	*4·40*	*2·81*	*3·02*	North Western.
9,75	19,61	24,41	3,99,96	4,53,73	15·5	8·27	4·48	2·82	3·02	
1,54	*3,86*	*Nil*	*52,04*	*57,44*	*18·6*	*7·99*	*Nil*	*3·01*	*3·20*	South Indian.
1,29	3,83	Nil	49,80	54,92	20·0	9·25	Nil	3·23	3·45	
63,76	*1,08,89*	*1,03,84*	*17,80,02*	*20,56,51*	*17·6*	*8·50*	*4·06*	*2·93*	*3·16*	Total 5' 6" gauge.
56,60	1,06,43	1,06,19	17,66,95	20,36,17	17·0	8·49	4·06	2·93	3·16	
										3' 3⅜" gauge.
2,51	..	*4,06*	*65,43*	*72,00*	*15·9*	*17·6*	*4·32*	*3·26*	*3·40*	Assam Bengal.
2,38	1	4,46	68,97	75,82	17·1	12·7	4·60	3·19	3·33	
35	*2,52*	*4,86*	*1,40,55*	*1,48,78*	*11·7*	*6·60*	*3·31*	*2·23*	*2·29*	Bengal and North Western.
66	2,31	5,90	1,38,04	1,46,91	11·1	6·58	3·14	2·29	2·35	
1,79	*6,01*	*28*	*1,70,64*	*1,78,75*	*19·5*	*10·0*	*4·41*	*3·19*	*3·30*	Bombay, Baroda and Central India.
1,52	5,80	35	1,61,48	1,69,24	19·1	10·3	4·48	3·18	3·28	

12.—*Statement of Passenger Revenue Statistics of Class I Railways*

(Includes also passenger revenue statistics

Railway.	Year.	Average number of miles a passenger was carried.				
		1st.	2nd.	Inter.	3rd.	Total.
21	22	23	24	25	26	27
3′ 3⅜″ gauge—*contd.*						
Eastern Bengal	*1938-39*	*91·7*	*56·4*	*31·0*	*34·4*	*34·4*
	1939-40	100·1	60·9	32·7	33·7	33·8
Jodhpur	*1938-39*	*116·4*	*98·0*	*42·6*	*40·4*	*40·9*
	1939-40	139·8	106·8	44·8	39·0	39·6
Madras and Southern Mahratta	*1938-39*	*142·4*	*84·9*	*33·8*	*24·6*	*25·2*
	1939-40	156·4	100·4	33·6	23·3	23·8
Mysore State	*1938-39*	*116·1*	*65·1*	*91·5*	*26·3*	*26·8*
	1939-40	95·7	61·7	85·3	26·3	26·7
Nizam's State	*1938-39*	*113·0*	*71·2*	*Nil*	*33·9*	*34·2*
	1939-40	112·3	69·4	Nil	35·8	36·1
Rohilkund and Kumaon	*1938-39*	*109·2*	*94·4*	*46 1*	*25·5*	*25·9*
	1939-40	111·4	101·8	44·7	25 6	26·1
South Indian	*1938-39*	*134·2*	*71·7*	*182·7*	*20·9*	*21·2*
	1939-40	118·3	57·3	180·9	20·0	20·2
TOTAL 3′ 3⅜″ GAUGE	*1938-39*	*109·1*	*76·3*	*45·3*	*30·0*	*30·4*
	1939-40	99·7	72·4	42·0	29·8	30·2
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	*1938-39*	*48·0*	*50·7*	*31·8*	*27·1*	*27·3*
	1939-40	45·7	52·0	32·6	26·2	26·3
Bombay, Baroda and Central India	*1938-39*	*Nil*	*23·3*	*Nil*	*10·2*	*10·2*
	1939-40	Nil	23·2	Nil	9·80	9·82
Eastern Bengal	*1938-39*	*6·74*	*13·6*	*8·08*	*8·97*	*8·98*
	1939-40	7·65	14·2	7·85	9·18	9·19
Great Indian Peninsula	*1938-39*	†	*27·9*	†	*16·5*	*16·5*
	1939-40	†	28·0	†	16·8	16·8
Mysore State	*1938-39*	*Nil*	*22·1*	*Nil*	*17·6*	*17·6*
	1939-40	Nil	23·1	Nil	17·5	17·5
North-Western	*1938-39*	*68·0*	*65·1*	*39·1*	*31·6*	*32·4*
	1939-40	68·0	68·9	41·4	33·2	34·1
South Indian	*1938-39*	*Nil*	*20·2*	*Nil*	*15·3*	*15·4*
	1939-40	Nil	8·19	Nil	11·4	11·3
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1938-39*	*63·7*	*38·1*	*33·0*	*18·2*	*18·5*
	1939-40	64·6	34·3	34·2	17·9	18·2
TOTAL CLASS I RAILWAYS	*1938-39*	*183·5*	*71·2*	*49·6*	*53·5*	*34·3*
	1939-40	180·5	70·3	49·5	33·1	33·9

* *Columns 23 to 27.*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on

† Included in next column.

for the years 1938-39 and 1939 40—concld.

of Electric Multiple Unit Suburban trains.)

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						3′ 3⅜″ gauge—*concld.*
1,07	*1,61*	*2,62*	*70,24*	*75,54*	*16·4*	*9·60*	*3·28*	*2·96*	*3·05*	Eastern Bengal.
1,17	1,77	3,05	76,49	82,48	15·8	9·45	3·25	2·93	3·02	
56	*1,79*	*1,54*	*37,46*	*41,35*	*22·7*	*11·8*	*4·96*	*3·77*	*3·98*	Jodhpur.
55	1,97	1,62	37,45	41,59	22·5	11·7	4·99	3·76	3·97	
86	*2,68*	*2,24*	*67,88*	*73,66*	*20·0*	*6·42*	*5·18*	*3·43*	*3·56*	Madras and Southern Mahratta.
92	2,42	2,68	72,47	78,49	19·1	6·65	5·22	3·50	3·62	
38	*1,37*	*34*	*26,41*	*28,50*	*16·5*	*6·40*	*5·30*	*2·70*	*2·80*	Mysore State.
23	1,30	34	28,20	30,10	14·9	6·40	5·80	2·60	2·70	
38	*1,13*	*Nil*	*27,47*	*28,98*	*14·8*	*7·54*	*Nil*	*2·84*	*2·94*	Nizam's State.
37	1,12	Nil	27,86	29,35	15·0	7·52	Nil	2·80	2·90	
36	*96*	*66*	*23,16*	*25,14*	*18·9*	*9·30*	*4·17*	*2·53*	*2·67*	Rohilkund and Kumaon.
34	97	75	24,52	26,58	19·0	8·74	4·29	2·51	2·64	
2,90	*6,85*	*34*	*1,47,82*	*1,57,91*	*18·8*	*7·38*	*7·63*	*2·82*	*2·94*	South Indian.
2,76	6,63	37	1,39,16	1,48,92	21·5	8·75	7·79	3·02	3·15	
11,66	*24,95*	*16,94*	*7,77,06*	*8,30,61*	*18·5*	*8·95*	*4·03*	*2·90*	*3·01*	Total 3′ 3⅜″ gauge.
10,93	24,39	19,52	7,74,64	8,29,48	19·1	8·57	3·98	2·94	3·05	
										2′ 6″ and 2′ 0″ gauges.
4	*23*	*43*	*11,18*	*11 88*	*17·8*	*9·51*	*4·09*	*2·67*	*2·75*	Bengal-Nagpur.
4	21	41	11,15	11,81	17·7	9·02	4·07	2·60	2 68	
Nil	*9*	*Nil*	*5,23*	*5,32*	*Nil*	*15·0*	*Nil*	*2·86*	*2·90*	Bombay, Baroda and Central India.
Nil	8	Nil	4,89	4,97	Nil	15·2	Nil	2·81	2·85	
..	*2*	*1*	*1,21*	*1,24*	*17·1*	*12·7*	*3·36*	*3·35*	*3·39*	Eastern Bengal.
Nil	2	1	1,10	1,13	17·6	13·0	3·49	3·40	3·46	
†	*2*	†	*2,76*	*2,78*	†	*12·8*	†	*2·66*	*2·68*	Great Indian Peninsula.
†	2	†	2,68	2,70	†	12·9	†	2·50	2·51	
Nil	*1*	*Nil*	*2,01*	*2,05*	*Nil*	*4·60*	*Nil*	*2·50*	*2·50*	Mysore State.
Nil	1	Nil	2,07	2,08	Nil	5·20	Nil	2·50	2·50	
58	*80*	*57*	*8,57*	*10,52*	*38·6*	*16·4*	*9·93*	*5·16*	*5·90*	North Western.
64	80	60	8,36	10,46	36·2	15·7	10 2	5·21	6 02	
Nil	*4*	*Nil*	*1,25*	*1,29*	*Nil*	*2·21*	*Nil*	*1·92*	*1·93*	South Indian.
Nil	3	Nil	91	94	Nil	3·30	Nil	2·26	2·28	
62	*1,21*	*1,01*	*32,24*	*35,08*	*36·0*	*11·6*	*6·18*	*3·05*	*3·24*	Total 2′ 6″ and 2′ 0″ gauges.
68	1,23	1,02	31,16	34,09	34·3	12·7	6·30	3·03	3·23	
76,04	*1,35,05*	*1,21,79*	*25,89,32*	*29,22,20*	*17·8*	*8·43*	*4·07*	*2·92*	*3·12*	Total Class I Railways.
68,21	1,32,05	1,26,73	25,72,75	28,99,74	17·4	8·53	4·06	2·94	3·13	

the same railway are considered as having made two or more separate journeys,

13.—*Statement of Goods Revenue Statistics of* **Class I Railways**

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a) Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1938-39*	*5,678*	*1,244*	*1,034*	*934*	*7,575*	*16,465*	*1,759*	*18,224*
	1939-40	6,490	1,355	1,085	966	7,996	17,892	1,863	19,755
Bombay, Baroda and Central India.	*1938-39*	..	..	*12*	*361*	*2,739*	*3,112*	*2,322*	*5,434*
	1939-40	..	..	7	369	2,830	3,206	2,527	5,733
Eastern Bengal	*1938-39*	*9*	..	*14*	*297*	*1,910*	*2,230*	*3,020*	*5,250*
	1939-40	8	..	17	360	2,245	2,630	3,047	5,677
East Indian	*1938-39*	*8,976*	*2,576*	*1,852*	*1,271*	*7,953*	*22,628*	*3,808*	*26,436*
	1939-40	9,638	2,431	2,021	1,292	9,083	24,465	4,167	28,632
Great Indian Peninsula	*1938-39*	*817*	*2*	*646*	*989*	*4,686*	*7,140*	*3,828*	*10,968*
	1939-40	790	..	804	1,019	4,617	7,230	4,344	11,574
Madras and Southern Mahratta.	*1938-39*	*47*	..	*11*	*514*	*1,250*	*1,822*	*2,520*	*4,342*
	1939-40	32	..	2	489	1,409	1,932	2,672	4,604
Nizam's State	*1938-39*	*478*	*455*	*236*	*201*	*433*	*1,803*	*572*	*2,375*
	1939-40	578	459	234	192	422	1,885	572	2,457
North-Western (Commercial).	*1938-39*	*40*	*1*	*21*	*2,015*	*6,803*	*8,880*	*4,598*	*13,478*
	1939-40	46	1	14	1,905	5,723	7,689	4,636	12,325
North-Western (Military)	*1938-39*	*61*	..	*2*	*161*	*1,286*	*1,510*	*1,125*	*2,635*
	1939-40	83	..	2	219	1,345	1,649	1,129	2,778
North-Western (Total)	*1938-39*	*101*	*1*	*23*	*2,176*	*8,089*	*10,390*	*3,690*	*14,080*
	1939-40	129	1	16	2,124	7,068	9,338	3,645	12,983
South Indian	*1938-39*	*22*	..	*12*	*172*	*1,298*	*1,504*	*752*	*2,256*
	1939-40	31	..	11	233	1,332	1,607	744	2,351
TOTAL 5′ 6″ GAUGE.	*1938-39*	*16,128*	*4,278*	*3,840*	*6,915*	*35,933*	*67,094*	(a) *22,271*	(a) *89,365*
	1939-40	17,696	4,246	4,197	7,044	37,002	70,185	(a) 23,581	(a) 93,766
3′ 3¾″ GAUGE.									
Assam Bengal	*1938-39*	*26*	*2*	*29*	*201*	*1,118*	*1,376*	*456*	*1,832*
	1939-40	28	..	16	334	1,085	1,463	461	1,924
Bengal and North-Western	*1938-39*	*8*	..	*54*	*647*	*2,698*	*3,407*	*1,420*	*4,827*
	1939-40	4	..	48	547	2,762	3,361	1,476	4,837
Bombay, Baroda and Central India.	*1938-39*	*1*	..	*11*	*341*	*1,393*	*1,746*	*2,377*	*4,123*
	1939-40	..	..	6	307	1,410	1,723	2,656	4,379

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only, on each railway system.

for the years 1938-39 and 1939-40 (In thousands).

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									5′ 6″ Gauge.
6,255	*1,390*	*1,034*	*1,079*	*8,466*	*18,224*	*18,705*	*13,297*	*394*	Bengal-Nagpur.
7,016	1,533	1,085	1,084	9,037	19,755	20,245	14,017	474	
916	*24*	*287*	*631*	*3,576*	*5,434*	*8,426*	*4,146*	*343*	Bombay, Baroda and Central India.
1,047	23	395	659	3,609	5,733	8,910	4,415	367	
1,407	*121*	*333*	*425*	*2,964*	*5,250*	*6,558*	*3,912*	*712*	Eastern Bengal.
1,371	118	325	462	3,401	5,677	7,066	4,418	700	
9,919	*2,783*	*1,853*	*1,891*	*9,990*	*26,436*	*26,436*	*18,213*	*1,199*	East Indian.
10,683	2,700	2,021	2,000	11,228	28,632	28,632	20,328	1,233	
1,815	*360*	*1,006*	*1,696*	*6,091*	*10,968*	*10,986*	*7,557*	*1,351*	Great Indian Peninsula.
2,216	423	1,106	1,760	6,069	11,574	11,595	7,962	1,500	
255	*395*	*522*	*1,020*	*2,150*	*4,342*	*6,248*	*3,063*	*658*	Madras and Southern Mahratta.
287	441	553	884	2,439	4,604	6,640	3,212	710	
501	*455*	*236*	*466*	*717*	*2,375*	*2,882*	*803*	*346*	Nizam's State.
595	464	234	449	715	2,457	3,017	867	305	
1,253	*1*	*1,175*	*2,468*	*8,531*	*13,478*	†	*11,248*	†	North-Western (Commercial).
1,428	1	1,061	2,419	7,416	12,325	†	10,012	†	
215	..	*135*	*297*	*1,988*	*2,635*	†	*1,476*	†	North-Western (Military).
251	1	148	362	2,016	2,778	†	1,439	†	
1,278	*1*	*1,177*	*2,464*	*9,160*	*14,080*	*14,199*	*12,724*	*125*	North-Western (Total).
1,459	2	1,063	2,397	8,062	12,983	13,139	11,451	125	
26	..	*250*	*419*	*1,561*	*2,256*	*5,177*	*1,651*	*146*	South Indian.
43	..	261	453	1,594	2,351	5,263	1,680	158	
(a) *22,372*	(a) *5,529*	(a) *6,698*	(a)*10,091*	(a) *44,675*	(a) *89,365*		*65,366*	*5,274*	Total 5′ 6″ Gauge.
(a) 24,717	(a) 5,704	(a) 7,043	(a)10,148	(a) 46,154	(a)93,766		68,350	5,572	
									3′ 3⅜″ Gauge.
141	*10*	*128*	*236*	*1,317*	*1,832*	*1,832*	*1,460*	*11*	Assam Bengal.
132	9	112	379	1,292	1,924	1,924	1,606	17	
351	..	*281*	*377*	*3,318*	*4,327*	*4,327*	*3,974*	*73*	Bengal and North-Western.
334	..	280	839	3,384	4,837	4,837	4,220	62	
324	*109*	*253*	*824*	*2,613*	*4,123*	*	*2,480*	*899*	Bombay, Baroda and Central India.
334	151	263	911	2,720	4,379	*	2,518	1,071	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge. † Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign). Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 3+4+5+6+7.)	(a) Other traffic.	(a) Total. (Columns 8+9.)
1	2	3	4	5	6	7	8	9	10
3′ 3½″ GAUGE—*concld.*									
Eastern Bengal . .	*1938-39*	*1*	..	*10*	*211*	*1,065*	*1,287*	*1,437*	*2,724*
	1939-40	1	..	12	259	1,135	1,407	1,426	2,833
Jodhpur . .	*1938-39*	..	..	*3*	*179*	*692*	*874*	*448*	*1,322*
	1939-40	1	..	5	175	879	1,060	571	1,631
Madras and Southern Mahratta.	*1938-39*	*46*	..	*179*	*631*	*839*	*1,695*	*754*	*2,449*
	1939-40	42	..	200	689	968	1,899	766	2,665
Mysore State . .	*1938-39*	..	..	*2*	*134*	*448*	*584*	*307*	*891*
	1939-40	1	..	1	160	515	677	331	1,008
Nizam's State . .	*1938-39*	*1*	..	..	*234*	*266*	*501*	*251*	*752*
	1939-40	..	..	..	190	347	537	284	821
Rohilkund and Kumaon .	*1938-39*	..	..	*71*	*97*	*1,215*	*1,383*	*186*	*1,569*
	1939-40	..	..	72	143	1,232	1,447	181	1,628
South Indian . . .	*1938-39*	*62*	..	*15*	*722*	*2,169*	*2,968*	*489*	*3,457*
	1939-40	65	..	20	736	2,107	2,928	546	3,474
TOTAL 3′ 3½″ GAUGE .	*1938-39*	*145*	*2*	*374*	*3,397*	*11,903*	*15,821*	(a) *8,125*	(a) *23,946*
	1939-40	142	..	380	3,540	12,440	16,502	(a) 8,698	(a) 25,200
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur. . .	*1938-39*	*51*	*2*	*56*	*96*	*510*	*715*	*146*	*861*
	1939-40	43	2	59	116	637	857	138	995
Bombay, Baroda and Central India.	*1938-39*	..	..	..	*24*	*189*	*213*	*70*	*283*
	1939-40	..	..	1	20	195	216	77	293
Eastern Bengal . .	*1938-39*	..	..	..	..	*5*	*5*	*1*	*6*
	1939-40	..	..	..	..	4	4	1	5
Great Indian Peninsula .	*1938-39*	..	..	..	*36*	*47*	*83*	*56*	*139*
	1939-40	..	..	..	14	60	74	61	135
Mysore State . .	*1938-39*	..	..	..	*7*	*42*	*49*	*4*	*53*
	1939-40	..	..	..	9	39	48	4	52
North-Western (Commercial).	*1938-39*	*106*	..	*14*	*93*	*105*	*318*	*141*	*459*
	1939-40	112	..	12	116	147	387	135	522
North-Western (Military)	*1938-39*	..	..	*3*	*2*	*34*	*39*	*44*	*83*
	1939-40	..	..	4	1	47	52	43	95
North-Western (Total)	*1938-39*	*106*	..	*17*	*95*	*139*	*357*	*158*	*515*
	1939-40	112	..	16	117	194	439	150	589
South Indian . .	*1938-39*	..	..	..	*9*	*21*	*30*	*15*	*45*
	1939-40	..	..	..	18	17	35	12	47
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1938-39*	*157*	*2*	*73*	*267*	*953*	*1,452*	(a) *450*	(a) *1,902*
	1939-40	155	2	76	294	1,146	1,673	(a) 443	(a) 2,116
TOTAL CLASS I RAILWAYS	*1938-39*	*16,430*	*4,282*	*4,287*	*10,579*	*43,789*	*84,367*	(a) *30,846*	(a) *1,15,213*
	1939-40	17,993	4,248	4,653	10,878	50,588	88,360	(a) 32,722	(a) 1,21,082

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1938-39 and 1939-40 (In thousands)—contd.

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									3′ 3⅜″ Gauge—*concld.*
329	*99*	*149*	*369*	*1,778*	*2,724*	*	*1,343*	*677*	Eastern Bengal.
310	95	150	410	1,868	2,833	*	1,517	625	
18	*5*	*76*	*325*	*898*	*1,322*	*1,322*	*897*	*149*	Jodhpur.
17	5	84	410	1,115	1,631	1,631	1,178	131	
84	*1*	*179*	*917*	*1,268*	*2,449*	*	*1,831*	*191*	Madras and Southern Mahratta.
96	..	200	931	1,438	2,665	*	1,681	178	
31	..	*51*	*195*	*614*	*891*	*931*	*307*	*34*	Mysore State.
45	..	50	221	692	1,008	1,051	713	47	
35	*1*	*35*	*303*	*378*	*752*	*	*342*	*67*	Nizam's State.
59	...	36	254	472	821	*	400	75	
24	..	*70*	*105*	*1,370*	*1,569*	*1,569*	*1,204*	*1*	Rohilkund and Kumaon.
29	..	72	149	1,378	1,628	1,628	1,262	2	
63	..	*159*	*813*	*2,422*	*3,457*	*	*3,108*	*14*	South Indian.
72	..	175	851	2,376	3,474	*	3,122	13	
(a) *1,490*	(a) *225*	(a) *1,318*	(a) *4,964*	(a) *15,976*	(a) *23,946*		*16,946*	*2,121*	Total 3′ 3⅜″ Gauge.
(a) 1,428	(a) 260	(a) 1,422	(a) 5,355	(a) 16,735	(a) 25,200		18,217	2,221	
									2′ 6″ and 2′ 0″ Gauges.
78	*2*	*59*	*120*	*602*	*861*	*	*619*	*7*	Bengal-Nagpur.
66	2	62	136	729	995	*	619	6	
4	..	..	*47*	*232*	*283*	*	*108*	*5*	Bombay, Baroda and Central India.
4	..	1	45	243	293	*	113	6	
..	..	..	..	*6*	*6*	*	*4*	..	Eastern Bengal.
..	..	..	..	5	5	*	2	..	
12	..	..	*50*	*77*	*139*	*	*74*	..	Great Indian Peninsula.
12	..	..	30	93	135	*	82	..	
..	..	*1*	*7*	*45*	*53*	††	*4*	..	Mysore State.
..	..	1	9	42	52	††	35	..	
122	..	*14*	*112*	*211*	*459*	*	*217*	†	North-Western (Commercial).
129	..	12	133	248	522	*	241	†	
7	..	*5*	*5*	*66*	*83*	*	*62*	†	North-Western (Military).
5	..	7	5	78	95	*	65	†	
124	..	*17*	*116*	*258*	*515*	*	*279*	†	North-Western (Total).
129	..	16	137	307	589	*	306	†	
..	..	..	*12*	*33*	*45*	*	*22*	..	South Indian.
..	..	..	19	28	47	*	18	..	
(a) *218*	(a) *2*	(a) *77*	(a) *352*	(a) *1,253*	(a) *1,902*		*1,110*	*12*	Total 2′ 6″ & 2′ 0″ Gauges.
(a) 211	(a) 2	(a) 80	(a) 376	(a) 1,447	(a) 2,116		1,175	12	
(a) *23,990*	(a) *5,756*	(a) *8,156*	(a) *15,407*	(a) *61,904*	(a) *115,213*	*110,098*	*83,422*	*7,407*	Total Class I Railways.
(a) 26,356	(a) 5,966	(a) 8,545	(a) 15,879	(a) 64,336	(a) 121,082	115,578	87,742	7,805	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 0″ gauge. † Not required. †† Shown under 3′ 3⅜″ Gauge.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27).
21	22	23	24	25	26	27	28
5′ 6″ Gauge.							
Bengal-Nagpur	*1938-39*	*831,778*	*380,368*	*205,133*	*221,270*	*1,530,851*	*3,169,400*
	1939-40	1,035,118	441,875	215,373	225,230	1,663,545	3,581,141
Bombay, Baroda and Central India.	*1938-39*	*259,567*	*5,126*	*73,791*	*125,422*	*631,241*	*1,095,147*
	1939-40	285,341	4,413	113,622	130,474	618,760	1,152,610
Eastern Bengal	*1938-39*	*96,440*	*19,827*	*46,685*	*42,167*	*366,060*	*571,179*
	1939-40	90,752	19,469	44,695	47,673	382,444	585,033
East Indian	*1938-39*	*2,405,388*	*1,445,920*	*482,731*	*551,884*	*1,603,283*	*6,489,206*
	1939-40	2,661,385	1,410,408	542,167	591,915	1,716,114	6,921,989
Great Indian Peninsula	*1938-39*	*502,561*	*148,775*	*251,708*	*553,460*	*1,331,304*	*2,787,808*
	1939-40	675,683	178,204	284,530	536,393	1,326,166	3,000,976
Madras and Southern Mahratta	*1938-39*	*41,561*	*221,944*	*133,083*	*197,154*	*391,886*	*985,628*
	1939-40	58,519	252,648	142,272	156,698	443,465	1,053,602
Nizam's State	*1938-39*	*91,143*	*53,659*	*21,963*	*86,734*	*102,088*	*355,587*
	1939-40	108,382	54,986	21,889	78,132	105,315	368,704
North-Western (Commercial)	*1938-39*	*263,231*	*66*	*417,512*	*627,974*	*1,363,227*	*2,677,010*
	1939-40	307,609	23	399,883	559,401	1,292,017	2,558,933
North-Western (Military)	*1938-39*	*21,784*	..	*17,673*	*19,913*	*175,685*	*235,056*
	1939-40	25,284	8	20,914	22,571	162,237	231,014
North-Western (Total).	*1938-39*	*290,015*	*66*	*435,185*	*647,887*	*1,538,913*	*2,912,066*
	1939-40	332,893	31	420,797	581,972	1,454,254	2,789,947
South Indian	*1938-39*	*2,584*	..	*43,504*	*45,516*	*163,150*	*254,754*
	1939-40	4,746	..	47,166	50,028	166,440	268,380
Total 5′ 6″ Gauge.	*1938-39*	*4,521,037*	*2,275,035*	*1,693,783*	*2,471,494*	*7,658,776*	*18,620,775*
	1939-40	5,252,819	2,362,034	1,832,511	2,398,515	7,876,503	19,722,382
3′ 3½″ Gauge.							
Assam-Bengal	*1938-39*	*19,275*	*2,211*	*20,848*	*32,279*	*229,874*	*304,487*
	1939-40	15,656	2,133	18,496	49,384	214,782	300,451
Bengal and North-Western	*1938-39*	*47,444*	*12*	*39,012*	*142,154*	*421,730*	*650,352*
	1939-40	47,082	1	41,733	96,260	433,028	618,104
Bombay, Baroda and Central India.	*1938-39*	*40,839*	*23,215*	*54,846*	*147,923*	*447,033*	*713,856*
	1939-40	45,288	42,277	53,251	184,331	468,078	793,225

for the years 1938-39 and 1939-40 (In thousands)—contd.

* Average miles a ton of goods was carried.							
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5′ 6″ Gauge.
135	*274*	*201*	*205*	*181*	*160*	*175*	Bengal Nagpur.
149	288	201	208	184	174	182	
284	*214*	*257*	*199*	*181*	*282*	*205*	Bombay, Baroda and Central India.
273	195	288	198	178	271	206	
69	*165*	*140*	*99*	*123*	*76*	*109*	Eastern Bengal.
66	166	138	103	112	74	103	
243	*520*	*261*	*292*	*161*	*303*	*246*	East Indian.
249	522	268	296	153	304	242	
277	*413*	*250*	*326*	*219*	*300*	*255*	Great Indian Peninsula.
305	422	257	305	219	324	261	
163	*562*	*255*	*193*	*182*	*405*	*227*	Madras and Southern Mahratta.
204	573	257	177	182	427	229	
182	*118*	*93*	*186*	*142*	*152*	*150*	Nizam's State.
182	119	94	174	147	154	150	
214	*80*	*355*	*255*	*163*	*214*	*202*	North-Western (Commercial).
216	19	377	231	178	215	210	
101	..	*131*	*67*	*91*	*101*	*91*	North-Western (Military).
101	17	142	62	84	101	86	
227	*80*	*370*	*263*	*173*	*227*	*211*	North-Western (Total).
228	19	396	243	186	228	219	
100	..	*174*	*109*	*105*	*100*	*113*	South Indian.
111	..	181	110	105	111	114	
**202*	**412*	**253*	**245*	**171*	**244*	**208*	Total 5′ 6″ Gauge.
*213	*414	*260	*236	*171	*250	*210	
							3′ 3¾″ Gauge.
137	*228*	*163*	*137*	*175*	*142*	*166*	Assam-Bengal.
119	223	166	130	166	126	156	
135	*40*	*139*	*161*	*127*	*135*	*135*	Bengal and North-Western.
141	35	149	115	128	141	128	
126	*213*	*217*	*180*	*171*	*148*	*173*	Bombay, Baroda and Central India.
136	280	203	202	172	181	181	

* Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

H53RB

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25 +26+27.)
21	22	23	24	25	26	27	28
3′ 3½″ Gauge—*concld.*							
Eastern Bengal	*1938-39*	*39,983*	*11,752*	*14,978*	*37,249*	*188,718*	*292,680*
	1939-40	39,519	11,496	15,861	43,400	205,012	315,288
Jodhpur	*1938-39*	*4,016*	*400*	*17,829*	*55,941*	*94,912*	*173,098*
	1939-40	3,286	388	19,744	76,254	117,117	216,789
Madras and Southern Mahratta	*1938-39*	*9,389*	*204*	*70,077*	*153,763*	*190,678*	*429,111*
	1939-40	10,905	..	84,127	166,138	218,309	479,479
Mysore State	*1938-39*	*3,167*	*3*	*6,622*	*15,600*	*60,203*	88,595
	1939-40	4,003	..	6,278	22,294	71,754	104,329
Nizam's State	*1938-39*	*6,506*	*184*	*7,009*	*43,932*	*39,959*	*97,640*
	1939-40	11,054	..	6,889	36,376	47,173	101,492
Rohilkund and Kumaon	*1938-39*	*1,029*	..	*2,251*	*6,625*	*95,695*	*105,600*
	1939-40	1,374	..	2,160	8,851	90,700	103,085
South Indian	*1938-39*	*4,767*	..	*18,154*	*83,364*	*198,352*	*309,637*
	1939-40	7,892	..	18,870	96,092	216,490	339,344
Total 3′ 3½″ Gauge	*1938-39*	*176,415*	*37,981*	*251,626*	*731,880*	*1,967,154*	*3,165,056*
	1939-40	186,059	56,295	267,409	779,380	2,082,443	3,371,586
2′ 6″ and 2′ 0″ Gauges.							
Bengal-Nagpur	*1938-39*	*7,194*	*224*	*7,324*	*8,793*	*28,147*	*51,682*
	1939-40	6,219	220	7,895	9,238	32,427	55,999
Bombay, Baroda and Central India.	*1938-39*	*119*	..	*21*	*1,186*	*5,015*	*6,341*
	1939-40	105	..	34	1,106	5,005	6,250
Eastern Bengal	*1938-39*	..	..	..	*1*	*121*	*122*
	1939-40	..	..	..	1	77	78
Great Indian Peninsula	*1938-39*	*485*	..	..	*2,814*	*3,195*	*6,494*
	1939-40	471	..	..	1,492	3,593	5,556
Mysore State	*1938-39*	*2*	..	*13*	*343*	*2,107*	*2,470*
	1939-40	..	..	9	642	1,899	2,550
North Western (Commercial)	*1938-39*	*3,337*	..	*600*	*3,957*	*10,379*	*18,273*
	1939-40	3,562	..	544	4,720	10,906	19,732
North Western (Military)	*1938-39*	*470*	..	*399*	*383*	*4,008*	*5,260*
	1939-40	321	1	525	366	4,462	5,675
North Western (Total)	*1938-39*	*3,807*	..	*999*	*4,340*	*14,387*	*23,533*
	1939-40	3,883	1	1,069	5,086	15,368	25,407
South Indian	*1938-39*	..	..	*1*	*373*	*1,102*	*1,476*
	1939-40	..	..	..	766	954	1,720
Total 2′ 6″ & 2′ 0″ Gauges	*1938-39*	*11,607*	*224*	*8,358*	*17,855*	*54,074*	*92,118*
	1939-40	10,678	221	9,007	18,331	59,323	97,560
Total Class I Railways	*1938-39*	*4,709,059*	*2,313,890*	*1,953,767*	*3,221,229*	*9,680,004*	*21,877,949*
	1939 40	5,449,556	2,418,550	2,108,927	3,196,226	10,018,269	23,191,528

for the years 1938-39 and 1939-40 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
29	30	31	32	33	34	35	36
							3′ 3½″ GAUGE—*concld.*
122	*118*	*100*	*101*	*106*	*121*	*107*	Eastern Bengal.
127	121	105	106	110	126	111	
219	*82*	*231*	*172*	*106*	*190*	*131*	Jodhpur.
195	73	235	186	105	166	133	
112	*204*	*391*	*173*	*150*	*113*	*175*	Madras and Southern Mahratta.
114	..	421	178	152	114	180	
102	*45*	*129*	*96*	*93*	*102*	*99*	Mysore State.
89	..	124	101	104	89	103	
186	*185*	*198*	*145*	*106*	*186*	*130*	Nizam's State.
188	..	193	144	100	188	124	
43	..	*32*	*63*	*70*	*43*	*68*	Rohilkund and Kumaon.
47	..	30	59	66	47	63	
76	..	*114*	*109*	*82*	*76*	*90*	South Indian.
110	..	108	113	91	110	98	
**126*	**169*	**182*	**147*	**123*	**132*	**132*	TOTAL 3′ 3½″ GAUGE.
*130	*217	*188	*146	*124	*144	*134	
							2′ 6″ AND 2′ 0″ GAUGES.
92	*126*	*123*	*73*	*47*	*93*	*60*	Bengal-Nagpur.
94	132	127	68	45	95	56	
29	..	*45*	*26*	*22*	*29*	*22*	Bombay, Baroda and Central India.
26	..	23	25	21	26	21	
..	..	..	*10*	*19*	..	*19*	Eastern Bengal.
..	..	..	13	16	..	16	
39	..	..	*57*	*41*	*39*	*47*	Great Indian Peninsula.
39	..	..	50	39	39	41	
77	..	*17*	*52*	*47*	*77*	*47*	Mysore State.
..	..	11	69	45	..	49	
27	..	*42*	*35*	*50*	*27*	*40*	North Western (Commercial).
28	..	44	36	44	28	38	
68	..	*84*	*73*	*60*	*68*	*63*	North Western (Military).
61	10	82	77	60	60	62	
31	..	*59*	*37*	*58*	*31*	*46*	North Western (Total).
30	10	67	37	51	30	44	
15	..	*19*	*33*	*33*	*15*	*33*	South Indian.
..	..	24	40	34	..	36	
**53*	**126*	**109*	**51*	**43*	**54*	**48*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
*51	*111	*113	*49	*41	*51	*46	
**196*	**402*	**240*	**209*	**156*	**236*	**190*	TOTAL CLASS I RAILWAYS.
*207	*405	*247	*201	*156	*243	*192	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
5′ 6″ Gauge.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1938-39*	*1,50,89*	*50,63*	*26,88*	*1,04,68*	*3,84,03*	*7,17,11*
	1939-40	1,95,61	56,20	28,33	1,10,33	4,75,91	8,66,38
Bombay, Baroda and Central India.	*1938-39*	*34,36*	*63*	*6,92*	*54,00*	*3,39,19*	*4,35,60*
	1939-40	38,32	58	10,65	58,70	3,48,99	4,57,24
Eastern Bengal	*1938-39*	*21,34*	*3,09*	*6,86*	*18,25*	*1,67,16*	*2,16,70*
	1939-40	20,43	2,99	6,77	19,44	1,71,11	2,20,74
East Indian	*1938-39*	*4,04,32*	*1,73,43*	*61,95*	*1,60,01*	*6,18,96*	*14,18,67*
	1939-40	4,48,88	1,70,66	69,94	1,68,92	6,45,44	15,03,84
Great Indian Peninsula.	*1938-39*	*74,88*	*18,04*	*25,54*	*2,00,77*	*5,50,11*	*8,69,34*
	1939-40	95,39	19,80	29,29	1,98,93	5,80,35	9,23,76
Madras and Southern Mahratta	*1938-39*	*8,55*	*24,08*	*17,71*	*73,77*	*1,73,59*	*2,97,70*
	1939-40	10,92	26,46	19,27	59,64	1,97,52	3,13,81
Nizam's State	*1938-39*	*20,45*	*11,75*	*2,77*	*31,14*	*50,11*	*1,16,22*
	1939-40	24,09	12,02	2,74	30,86	52,61	1,22,32
North-Western (Commercial)	*1938-39*	*34,48*	..	*44,42*	*2,47,79*	*6,61,50*	*9,88,19*
	1939-40	37,79	..	40,65	2,31,57	6,55,48	9,65,49
North Western (Military)	*1938-39*	*2,81*	..	*1,91*	*7,97*	*63,70*	*76,39*
	1939-40	3,19	..	2,15	8,94	68,28	82,56
North Western (Total)	*1938-39*	*37,29*	..	*46,33*	*2,55,76*	*7,25,20*	*10,64,58*
	1939-40	40,98	..	42,80	2,40,51	7,23,76	10,48,05
South Indian	*1938-39*	*73*	..	*5,53*	*25,65*	*89,08*	*1,20,99*
	1939-40	1,27	..	5,88	27,69	91,67	1,26,51
Total 5′ 6″ Gauge	*1938-39*	*7,53,31*	*2,81,65*	*2,00,49*	*9,24,03*	*30,97,43*	*52,56,91*
	1939-40	8,75,89	2,88,71	2,15,67	9,15,02	32,87,36	55,82,65
3′ 3½″ Gauge.							
Assam-Bengal	*1938-39*	*3,91*	*28*	*2,73*	*14,18*	*95,45*	*1,16,55*
	1939-40	3,28	28	2,44	21,17	90,73	1,17,90
Bengal and North Western	*1938-39*	*10,74*	..	*5,37*	*48,25*	*1,63,43*	*2,27,79*
	1939-40	10,75	..	5,71	47,97	1,45,99	2,10,42
Bombay, Baroda and Central India	*1938-39*	*6,40*	*2,75*	*5,14*	*63,34*	*2,38,49*	*3,16,62*
	1939-40	6,82	4,82	4,99	81,48	2,39,09	3,37,20

for the years 1938-39 and 1939-40 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							5' 6" Gauge.
3·39	*2·55*	*2·52*	*9·06*	*4·76*	*3·13*	*4·29*	Bengal Nagpur.
3·53	2·44	2·52	9·38	5·43	3·21	4·59	
2·58	*2·35*	*1·80*	*8·27*	*10·3*	*2·57*	*7·63*	Bombay, Baroda and Central India.
2·58	2·52	1·80	8·64	10·8	2·58	7·61	
4·25	*2·99*	*2·32*	*8·31*	*8·77*	*4·03*	*7·28*	Eastern Bengal.
4·32	2·95	2·91	7·83	8·59	4·08	7·24	
3·22	*2·20*	*2·46*	*5·57*	*7·40*	*2·88*	*4·19*	East Indian.
3·23	2·32	2·48	5·48	7·21	2·92	4·17	
2·86	*2·33*	*1·95*	*6·96*	*7·93*	*2·74*	*5·99*	Great Indian Peninsula.
2·71	2·13	1·98	7·12	8·40	2·59	5·91	
3·95	*2·08*	*2·56*	*7·18*	*8·50*	*2·38*	*5·80*	Madras and Southern Mahratta.
3·58	2·01	2·60	7·31	8·55	2·31	5·72	
4·31	*4·20*	*2·42*	*6·89*	*9·42*	*4·27*	*6·28*	Nizam's State.
4·27	4·20	2·40	7·58	9·59	4·24	6·37	
2·47	..	*2·04*	*7·53*	*9·31*	*2·47*	*7·03*	North Western (Commercial).
2·36	2·32	1·95	7·95	9·73	2·36	7·24	
2·48	..	*2·07*	*7·69*	*6·95*	*2·48*	*6·23*	North Western (Military).
2·42	2·27	1·97	7·61	8·05	2·42	6·84	
2·47	..	*2·04*	*7·53*	*9·04*	*2·47*	*7·02*	North Western (Total)
2·36	2·31	1·95	7·93	9·55	2·36	7·21	
5·42	..	*2·44*	*10·3*	*9·61*	*5·42*	*8·56*	South Indian.
5·15	..	2·40	10·6	9·71	5·15	8·51	
3·20	*2·33*	*2·27*	*7·18*	*7·77*	*2·92*	*5·42*	Total 5' 6" Gauge.
3·20	2·35	2·26	7·32	8·01	2·94	5·43	
							3' 3¼" Gauge.
3·90	*2·46*	*2·52*	*8·43*	*7·97*	*3·75*	*7·35*	Assam-Bengal.
4·02	2·51	2·54	8·23	8·11	3·84	7·53	
4·35	*2·50*	*2·64*	*6·52*	*7·44*	*4·35*	*6·72*	Bengal and North Western.
4·38	2·38	2·63	9·57	6·47	4·38	6·54	
3·03	*2·27*	*1·80*	*8·32*	*10·3*	*2·75*	*8·56*	Bombay, Baroda and Central India.
2·91	2·23	1·80	8·54	9·88	2·59	8·22	

13.—*Statement of goods Revenue Statistics of Class I Railway*

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41 +42+43.)
37	38	39	40	41	42	43	44
3' 3⅜" GAUGE—*concld.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1938-39*	*8,77*	*1,81*	*2,21*	*16,32*	*97,43*	*1,26,54*
	1939-40	8,90	1,77	2,39	18,05	1,02,41	1,33,52
Jodhpur	*1938-39*	*48*	*5*	*1,92*	*22,71*	*44,00*	*69,16*
	1939-40	41	4	2,13	32,20	50,99	85,77
Madras and Southern Mahratta	*1938-39*	*2,52*	*5*	*8,98*	*87,68*	*1,01,12*	**2,10,23*
	1939-40	2,96	..	10,77	87,99	1,14,02	*2,25,19
Mysore State	*1938-39*	*71*	..	*69*	*8,64*	*29,13*	*39,17*
	1939-40	99	..	67	9,93	32,68	44,27
Nizam's State	*1938-29*	*1,42*	*3*	*92*	*20,00*	*25,36*	*47,73*
	1939-40	2,13	..	88	16,26	31,33	50,60
Rohilkund and Kumaon	*1938-39*	*13*	..	*29*	*4,51*	*37,44*	*42,42*
	1939-40	25	..	27	6,95	35,89	43,36
South Indian	*1938-39*	*1,36*	..	*2,43*	*47,85*	*1,12,53*	*1,64,17*
	1939-40	2,07	..	2,58	50,49	1,20,09	1,75,23
TOTAL 3' 3⅜" GAUGE	*1938-39*	*36,49*	*4,97*	*30,68*	*3,33,98*	*9,44,38*	**13,60,38*
	1939-40	38,56	6,91	32,83	3,72,49	9,63,22	*14,23,46
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	*1938-39*	*2,24*	*3*	*93*	*4,79*	*11,65*	*19,64*
	1939-40	1,90	3	101	5,35	12,50	20,79
Bombay, Baroda and Central India.	*1938-39*	*4*	..	..	*1,30*	*4,40*	*5,74*
	1939-40	4	..	..	1,20	4,43	5,67
Eastern Bengal	*1938-39*	..	..	..	..	*4*	*4*
	1939-40	..	..	..	..	6	6
Great Indian Peninsula	*1938-39*	*16*	..	..	*1,81*	*3,33*	*5,30*
	1939-40	15	..	..	92	3,60	4,67
Mysore State	*1938-39*	..	..	..	*14*	*1,29*	*1,43*
	1939-40	..	..	..	31	1,23	1,54
North Western (Commercial)	*1938-39*	*78*	..	*17*	*3,39*	*10,95*	*15,29*
	1939-40	79	..	13	4,09	11,48	16,49
North Western (Military)	*1938-39*	*10*	..	*8*	*25*	*2,48*	*2,91*
	1939-40	6	..	10	25	2,96	3,37
North Western (Total)	*1938-39*	*88*	..	*25*	*3,64*	*13,43*	*18,20*
	1939-40	85	..	23	4,34	14,44	19,86
South Indian	*1938-39*	..	..	..	*26*	*77*	*1,03*
	1939-40	..	..	..	49	65	1,14
TOTAL 2' 6" & 2' 0" GAUGES	*1938-39*	*3,32*	*3*	*1,18*	*11,94*	*34,91*	*51,38*
	1939-40	2,94	3	1,24	12,61	36,91	53,73
TOTAL CLASS I RAILWAYS	*1938-39*	*7,93,12*	*2,86,65*	*2,32.35*	*12,69,95*	*40,76,72*	**66,68,67*
	1939-40	9,17,39	2,95,65	2,49,74	13,00,12	42,87,49	*70,59,34

	1938-39.	1939-40.
* Includes Mormugao Harbour receipt	988	945

for the years 1938-39 and 1939-40 (In thousands)—concld.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3′ 3⅜″ Gauge—*concld.*
4·06	*2·64*	*2·76*	*8·34*	*9·58*	*3·73*	*8·04*	Eastern Bengal.
4·15	2·61	2·79	7·82	9·25	3·80	7·85	
2·30	*2·27*	*2·07*	*7·71*	*8·90*	*2·29*	*7·67*	Jodhpur.
2·39	2·28	2·07	8·11	8·36	2·38	7·60	
5·15	*4·71*	*2·46*	*10·6*	*10·1*	*5·14*	*8·96*	Madras and Southern Mahratta.
5·21	..	2·46	10·2	10·0	5·21	8·64	
4·27	*1·83*	*2·00*	*8·92*	*9·29*	*4·27*	*8·49*	Mysore State.
4·77	..	2·04	8·55	8·75	4·77	8·15	
4·19	*2·98*	*2·51*	*8·73*	*12·2*	*4·15*	*9·38*	Nizam's State.
3·69	..	2·46	8·58	12·7	3·69	9·57	
3·40	..	*2·45*	*13·1*	*7·51*	*3·40*	*7·71*	Rohilkund and Kumaon.
3·44	..	2·45	15·1	7·60	3·44	8·08	
5·47	..	*2·56*	*10·4*	*10·7*	*5·47*	*10·1*	South Indian.
5·05	..	2·63	11·3	10·4	5·05	9·78	
3·97	*2·51*	*2·34*	*8·76*	*9·22*	*3·71*	*8·19*	Total 3′ 3⅜″ Gauge.
3·98	2·36	2·36	9·18	8·88	3·60	8·05	
							2′ 6″ and 2′ 0″ Gauges.
5·97	*2·45*	*2·45*	*10·5*	*7·95*	*5·87*	*7·29*	Bengal Nagpur.
5·86	2·45	2·45	11·1	7·40	5·74	7·13	
6·94	..	*1·80*	*20·9*	*16·8*	*6·94*	*17·4*	Bombay, Baroda and Central India.
7·92	..	1·80	20·8	17·0	7·92	17·4	
..	..	..	*21·2*	*6·00*	..	*6·12*	Eastern Bengal.
..	..	..	24·4	13·8	..	13·9	
6·16	..	..	*12·3*	*20·0*	*6·16*	*15·7*	Great Indian Peninsula.
6·22	..	..	11·8	19·2	6·22	16·1	
5·50	..	*2·88*	*7·73*	*11·7*	*5·50*	*11·1*	Mysore State.
..	..	2·50	9·12	12·4	..	11·5	
4·48	..	*5·59*	*16·4*	*20·2*	*4·48*	*16·1*	North Western (Commercial).
4·26	..	4·50	16·6	20·2	4·26	16·0	
4·18	..	*3·36*	*12·7*	*11·3*	*4·18*	*10·6*	North Western (Military).
3·71	4·11	3·81	12·8	12·7	3·71	11·4	
4·44	..	*4·90*	*16·1*	*17·9*	*4·44*	*14·8*	North Western (Total).
4·22	4·11	4·17	16·4	18·0	4·22	15·0	
19·2	..	*2·88*	*13·1*	*13·5*	*19·2*	*13·4*	South Indian.
..	..	2·88	12·3	13·1	..	12·7	
5·49	*2·45*	*2·71*	*12·8*	*12·4*	*5·44*	*10·7*	Total 2′ 6″ and 2′ 0″ Gauges.
5·29	2·61	2·64	13·2	11·9	5·23	10·6	
3·23	*2·38*	*2·28*	*7·57*	*8·09*	*2·95*	*5·84*	Total Class I Railways.
3·23	2·35	2·27	7·81	8·22	2·96	5·84	

14.—*Statement of Revenue Earnings and Expenses*

NOTE. I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to Depreciation.

NOTE. II.— "Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve

NOTE. III.— Please see note under heading of Statt. No. 2 (*a*).

Railway.	Year.	Capital at charge* / Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.
1	2	3	4	5	6	7
5′ 6″ GAUGE.						
Bengal-Nagpur	*1938-39*	*2,32,017*	*9,15,75*	*35,671*	*684·1*	*6·17*
	1939-40	2,32,872	10,70,07	41,529	794·3	6·78
Bombay, Baroda and Central India	*1938-39*	*2,20,349*	*7,15,38*	*56,795*	*1,089·2*	*7·57*
	1939-40	2,20,855	7,41,06	58,833	1,124·9	7·69
Eastern Bengal	*1938-39*	*2,61,155*	*3,91,03*	*43,433*	*833·0*	*4·93*
	1939-40	2,61,539	4,03,49	44,823	857·3	5·07
East Indian	*1938-39*	*3,38,654*	*20,84,14*	*46,031*	*882·8*	*6·18*
	1939-40	3,41,400	21,55,46	47,663	911·6	6·23
Great Indian Peninsula	*1938-39*	*3,18,657*	*13,39,33*	*33,364*	*735·7*	*5·79*
	1939-40	3,19,778	14,15,27	40,979	784·0	6·32
Madras and Southern Mahratta	*1938-39*	*1,81,697*	*4,64,11*	*40,108*	*769·2*	*6·40*
	1939-40	1,82,101	4,81,16	41,582	795·3	6·67
Nizam's State	*1938-39*	*1,10,132*	*1,60,73*	*23,358*	*448·0*	*7·52*
	1939-40	1,12,581	1,67,49	24,341	465·5	8·15
North Western (Commercial)	*1938-39*	*2,26,322*	*15,37,56*	*31,715*	*603·2*	*6·82*
	1939-40	2,27,623	15,19,68	31,347	599·5	6·78
North Western (Military)	*1938-39*	*1,98,084*	*1,26,62*	*8,967*	*172·0*	*4·61*
	1939-40	1,96,952	1,33,71	9,468	181·1	4·82
North Western (Total)	*1938-39*	*2,19,703*	*16,64,18*	*26,584*	*509·8*	*6·59*
	1939-40	2,20,026	16,53,39	26,411	505·1	6·56
South Indian	*1938-39*	*1,89,213*	*1,94,21*	*24,303*	*466·1*	*4·41*
	1939-40	1,90,347	1,96,82	24,618	470·8	4·79
TOTAL 5′ 6″ GAUGE	*1938-39*		*79,28,86*	*36,732*	*704·5*	*6·19*
	1939-40		82,84,21	38,433	735·1	6·50
3′ 3⅜″ GAUGE.						
Assam-Bengal	*1938-39*	(*a*) *2,00,259*	*2,04,29*	*14,943*	*286·6*	*3·74*
	1939-40	(*b*) 1,96,261	2,13,35	15,501	296·5	4·27
Bengal and North Western	*1938-39*	*1,04,386*	*3,80,77*	*16,625*	*319·0*	*4·00*
	1939-40	1,07,325	3,62,90	15,975	306·0	4·00
Bombay, Baroda and Central India	*1938-39*	‡	*5,23,09*	*25,831*	*495·6*	*5·88*
	1939-40	‡	5,34,92	26,415	505·4	5·73

* In the case of State-owned railways. † In the case of other than State-owned railways.

§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service,

‡ Included in 5′ 6″ Gauge.

(*a*) The capital at charge (excluding ferries) has been taken at Rs. 26,16,15,860, which includes a sum of Rs. 75,70,000, being the from the figure appearing against the Assam Bengal Railway in statement 5.

(*b*) Excludes the sum of Rs. 75,70,000 referred to in (*a*) above.

of Class I Railways rated against selected units for the years 1938-39 and 1939-40.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., R & K., Jodhpur and N. S. tion Reserve Fund' instead.
Fund from 1936-37.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						5′ 6″ Gauge.
6,52,95	*486·8*	*4·39*	*2,62,80*	*10,282·9*	*1·78*	Bengal-Nagpur.
6,90,43	511·4	4·36	3,79,64	14,792·4	2·41	
4,26,09	*648·9*	*4·51*	*2,89,29*	*2,29,67·3*	*3·06*	Bombay, Baroda and Central India.
4,26,05	646·8	4·42	3,15,01	2,50,08·8	3·27	
3,32,71	*708·7*	*4·19*	*58,32*	*6,478·0*	*0·73*	Eastern Bengal.
3,87,06	822·4	4·87	16,43	1,826·0	0·21	
12,99,79	*550·5*	*3·85*	*7,84,35*	*17,326·5*	*2·33*	East Indian.
13,10,84	554·3	3·79	8,44,62	18,683·5	2·44	
9,03,48	*496·3*	*3·91*	*4,35,85*	*12,484·2*	*1·88*	Great Indian Peninsula.
9,06,83	501·9	4·05	5,08,44	14,722·1	2·27	
2,90,30	*481·1*	*4·00*	*1,73,81*	*15,020·6*	*2·40*	Madras and Southern Mahratta.
2,86,14	473·0	3·97	1,95,02	16,853·6	2·70	
68,85	*191·9*	*3·35*	*91,83*	*13,353·2*	*4·47*	Nizam's State.
72,75	202·3	3·54	94,74	13,765·4	4·61	
9,91,53	*392·2*	*4·40*	*5,46,03*	*11,262·9*	*2·42*	North Western (Commercial).
9,67,78	381·8	4·32	5,51,90	11,384·0	2·46	
1,72,42	*234·1*	*6·28*	*—45,80*	*—3,242·4*	*—1·67*	North Western (Military).
1,70,98	231·6	6·16	—37,27	—2,639·8	—1·34	
11,63,95	*356·6*	*4·61*	*5,00,23*	*7,990·8*	*1·98*	North Western (Total).
11,38,76	347·9	4·52	5,14,63	8,220·5	2·04	
1,12,97	*271·1*	*2·57*	*81,24*	*10,166·6*	*1·84*	South Indian.
1,14,74	274·5	2·79	82,08	10,267·1	2·00	
52,51,09	*466·4*	*4·10*	*26,77,77*	*12,411·1*	*2·09*	Total 5′ 6″ Gauge.
53,33,60	473·1	4·18	29,50,61	13,696·7	2·32	
						3′ 3¾″ Gauge.
1,65,91	*232·1*	*3·03*	*38,38*	*2,842·4*	*0·71*	Assam-Bengal.
1,68,26	233·9	3·37	45,09	3,271·9	0·90	
1,91,35	*159·0*	*2·00*	*1,89,42*	*7,883·0*	*2·00*	Bengal and North Western.
1,84,82	155·0	2·00	1,78,08	7,815·0	2·00	
3,02,70	*287·0*	*3·40*	*2,20,39*	*10,883·4*	*2·48*	Bombay, Baroda and Central India.
3,05,82	289·1	3·28	2,29,16	11,313·9	2·45	

but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.

interest during construction to end of June 1898. In Government accounts this is charged to revenue and it is, therefore, excluded

14.—*Statement of Revenue Earnings and Expenses of Class I*

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway system) include the figures of "Appropriation to Depre-
NOTE II.— "Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve
NOTE III.—Please see note under heading of Statt. No. 2 (*a*).

Railway.	Year.	Capital at charge.* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
3' 3⅜" GAUGE—*concld.*						
Eastern Bengal	*1938-39*	‡	*2,15,42*	*19,634*	*376·5*	*4·30*
	1939-40	‡	2,31,85	21,106	404·0	4·43
Jodhpur	*1938-39*	*57,993*	*1,21,10*	*11,493*	*220·4*	*5·34*
	1939-40	57,399	1,38,38	12,827	245·4	5·60
Madras and Southern Mahratta	*1938-39*	‡	*¶3,00,22*	*15,984*	*306·5*	*4·00*
	1939-40	‡	¶3,20,55	17,127	327·6	4·16
Mysore State	*1938-39*	*87,105*	*72,65*	*12,111*	*232·3*	*3·16*
	1939-40	89,525	79,06	13,180	252·1	3·30
Nizam's State	*1938-39*	‡	*81,89*	*12,319*	*236·3*	*4·48*
	1939-40	‡	85,76	12,766	244·2	4·87
Rohilkund and Kumaon	*1938-39*	*82,304*	*74,56*	*13,235*	*252·0*	*4·00*
	1939-40	83,510	76,93	13,666	263·0	4·00
South Indian	*1938-39*	‡	*3,50,14*	*19,457*	*373·1*	*3·13*
	1939-40	‡	3,52,27	19,600	374·9	3·29
TOTAL 3' 3⅜" GAUGE	*1938-39*		*23,24,13*	*17,394*	*333·9*	*4·12*
	1939-40		23,95,97	17,924	343·0	4·28
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	*1938-39*	‡	*33,50*	*3,616*	*69·4*	*1·70*
	1939-40	‡	34,39	3,712	71·0	1·71
Bombay, Baroda and Central India	*1938-39*	‡	*11,53*	*5,135*	*98·7*	*2·54*
	1939-40	‡	11,05	4,922	93·8	2·53
Eastern Bengal	*1938-39*	‡	*1,32*	*3,590*	*68·8*	*1·00*
	1939-40	‡	1,25	3,377	64·6	0·98
Great Indian Peninsula	*1938-39*	‡	*3,44*	*3,454*	*66·2*	*1·87*
	1939-40	‡	7,71	3,156	60·3	1·62
Mysore	*1938-39*	††	*(a) 3,59*	*2,787*	*53·5*	*1·40*
	1939-40	††	(a) 3,80	2,950	56·4	1·56
North Western (Commercial)	*1938-39*	‡	*28,46*	*7,590*	*145·6*	*3·19*
	1939-40	‡	30,75	8,393	160·5	3·31
North Western (Military)	*1938-39*	‡	*5,07*	*1,662*	*31·9*	*2·67*
	1939-40	‡	5,65	1,853	35·4	2·70
North Western (Total)	*1938-39*	‡	*33,53*	*4,931*	*94·6*	*3·19*
	1939-40	‡	36,40	5,422	103·7	3·20
South Indian	*1938-39*	‡	*2,40*	*2,433*	*46·7*	*1·13*
	1939-40	‡	2,17	2,196	42·0	1·29
TOTAL 2' 6" AND 2' 0" GAUGES	*1938-39*		*94,31*	*4,031*	*77·0*	*2·06*
	1939-40		96,77	4,152	79·4	2·10
TOTAL CLASS I RAILWAYS	*1938-39*	*(b) 2,21,341*	*1,03,47,30*	*27,803*	*533·4*	*5·48*
	1939-40	2,22,205	1,07,76,95	28,981	554·3	5·73

* In the case of State-owned railways. † In the case of other than State-owned
§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service
‡ Included in 5' 6" gauge.
¶ Includes earnings & expenditure of Mormugao Harbour.
†† Included in 3' 3⅜" Gauge. (*a*) Excludes earnings of Tadasa Hebbe Tramway.
(*b*) Revised figure.

Railways rated against selected units for the years 1938-39 and 1939-40—concld.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., R & K., Jodhpur and N. S. ciation Reserve Fund" instead.
Fund from 1936-37.

Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week.§	Working expenses per train mile.§	Net earnings (in thousands of rupees).§	Net earnings per mean mile worked.§	Net earnings per train mile.§	Railway.
8	9	10	11	12	13	14
						3' 3⅜" GAUGE—*concld.*
1,68,22	*290·3*	*3·31*	*47,20*	*4,498·8*	*0·99*	Eastern Bengal.
1,64,77	283·0	3·11	67,08	6,307·3	1·32	
68,21	*124·2*	*3·01*	*52,89*	*5,018·9*	*2·33*	Jodhpur.
76,87	136·3	3·11	61,51	5,701·2	2·49	
¶1,99,32	*203·8*	*2·66*	*¶1,00,90*	*5,357·6*	*1·34*	Madras and Southern Mahratta.
¶2,03,12	208·8	2·65	¶1,17,43	6,207·2	1·51	
51,24	*163·8*	*2·23*	*21,41*	*3,569·0*	*0·93*	Mysore State.
53,89	171·8	2·25	25,17	4,197·0	1·05	
50,56	*145·9*	*2·76*	*31,33*	*4,712·8*	*1·72*	Nizam's State.
52,81	150·4	3·00	32,95	4,904·4	1·87	
41,06	*140·0*	*2·00*	*33,50*	*5,969·0*	*2·00*	Rohilkund and Kumaon.
37,19	127·0	2·00	39,74	7,059·0	2·00	
2,61,57	*279·6*	*2·34*	*88,57*	*4,878·1*	*0·79*	South Indian.
2,68,05	285·6	2·51	84,22	4,669·6	0·78	
15,00,14	*295·4*	*2·65*	*8,23,99*	*6,210·2*	*1·47*	TOTAL 3' 3⅜" GAUGE.
15,15,60	216·0	2·70	8,80,37	6,628·6	1·58	
						2' 6" AND 2' 0" GAUGES.
50,14	*103·8*	*2·55*	*—16,64*	*—1,796·3*	*—0·85*	Bengal Nagpur.
53,01	109·4	2·63	—18,62	—2,009·7	—0·92	
8,36	*71·4*	*1·85*	*3,17*	*1,407·9*	*0·69*	Bombay, Baroda and Central India.
9,13	77·7	2·09	1,92	855·5	0·44	
1,23	*64·2*	*0·93*	*9*	*242·7*	*0·07*	Eastern Bengal.
1,37	71·1	1·08	—12	—340·2	—0·10	
4,29	*33·6*	*0·95*	*4,15*	*1,703·3*	*0·92*	Great Indian Peninsula.
4,18	32·8	0·88	3,53	1,443·3	0·74	
2,35	*35·0*	*0·92*	*1,24*	*960·0*	*0·48*	Mysore State.
2,42	35·9	0·99	1,38	1,071·0	0·57	
38,54	*197·2*	*4·32*	*—10,08*	*—2,692·2*	*—1·13*	North Western (Commercial).
39,22	204·7	4·22	—8,47	—2,310·0	—0·91	
18,78	*118·1*	*9·90*	*—13,71*	*—4,496·6*	*—7·23*	North Western (Military).
18,47	115·9	8·82	—12,82	—4,204·8	—6·12	
57,32	*161·7*	*5·30*	*—23,79*	*—3,501·4*	*—2·20*	North Western(Total).
57,69	164·4	5·06	—21,29	—3,170·5	—1·86	
4,30	*83·6*	*2·02*	*—1,90*	*—1,926·6*	*—0·89*	South Indian.
4,09	79·4	2·43	—1,92	—1,954·3	—1·14	
1,27,99	*104·9*	*2·79*	*—33,68*	*—1,439·3*	*—0·74*	TOTAL 2' 6" AND 2' 0" GUAGES.
1,31,89	108·2	2·86	—35,12	—1,506·7	—0·76	
68,79,22	*354·2*	*3·64*	*34,68,03*	*9,335·5*	*1·84*	TOTAL CLASS I RAILWAYS.
69,81,09	358·7	3·71	37,95,86	10,225·7	2·02	

Railways.
but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

15.—*Results of working of Class I Railways*

NOTE I.—The rate of interest for calculating the figures given under column 16 was

NOTE II.—Upto the year 1935-36, the figures of total working expenses of other than State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their (railway system) include the figures of 'Appropriation to

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5' 6" GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1938-39*	*6,34,75,893*	*1,61,93,786*	*4,72,82,107*	*2·95*	*2·58*	*0·37*
	1939-40	6,69,53,383	1,59,60,554	5,09,92,829	3·01	2·55	0·46
Bombay, Baroda and Central India	*1938-39*	*4,14,10,984*	*1,82,24,753*	*2,31,86,231*	*4·15*	*2·78*	*1·37*
	1939-40	4,13,23,747	1,75,72,397	2,37,51,350	4·18	2·68	1·50
Eastern Bengal	*1938-39*	*3,18,81,696*	*1,66,38,799*	*1,52,42,897*	*2·71*	*2·93*	*—0·22*
	1939-40	3,63,39,505	1,91,59,368	1,71,80,137	2·78	3·37	—0·59
East Indian	*1938-39*	*12,51,11,439*	*3,97,07,599*	*8,54,03,840*	*3·35*	*2·17*	*1·18*
	1939-40	12,66,64,347	3,77,36,184	8,89,28,163	3·36	2·11	1·25
Great Indian Peninsula	*1938-39*	*8,74,06,751*	*3,80,37,130*	*4,93,69,621*	*2·88*	*2·53*	*0·35*
	1939-40	8,78,76,083	3,68,37,557	5,10,38,526	3·34	2·69	0·65
Madras and Southern Mahratta	*1938-39*	*2,83,15,942**	*1,11,84,797**	*1,71,31,145*	*3·55*	*2·51*	*1·04*
	1939-40	2,80,64,713	1,07,20,720	1,73,43,993	3·61	2·44	1·17
Nizam's State	*1938-39*	*66,34,149*	*20,50,955*	*45,83,194*	*4·15*	*2·06*	*2·09*
	1939-40	70,54,215	21,78,274	48,75,941	4·20	2·18	2·02
North Western	*1938-39*	*11,24,30,574*	*4,96,02,080*	*6,28,28,494*	*3·50*	*3·16*	*0·34*
	1939-40	10,98,54,768	4,95,65,263	6,02,89,505	3·47	3·12	0·35
South Indian	*1938-39*	*1,09,26,389*	*63,55,870*	*45,70,519*	*2·24*	*1·89*	*0·35*
	1939-40	1,11,37,568	60,63,461	50,74,107	2·19	2·01	0·18
3' 3½" GAUGE.							
Assam-Bengal	*1938-39*	*1,60,48,497*	*71,12,694*	*89,35,803*	*3·07*	*2·69*	*0·38*
	1939-40	1,61,92,011	70,53,240	91,38,771	3·61	2·99	0·62
Bengal and North-Western	*1938-39*	*1,69,92,972*	*80,69,493*	*89,23,479*	*2·00*	*1·00*	*1·00*
	1939-40	1,64,74,520	77,47,079	87,27,441	3·00	1·00	2·00
Bombay, Baroda and Central India	*1938-39*	*2,94,25,073*	*1,21,93,132*	*1,72,31,941*	*3·82*	*2·36*	*1·46*
	1939-40	2,97,63,284	1,14,92,045	1,82,71,239	3·65	2·23	1·42
Eastern Bengal	*1938-39*	*1,57,24,200*	*77,30,437*	*79,93,763*	*2·68*	*2·53*	*0·15*
	1939-40	1,51,71,672	71,76,411	79,95,261	2·91	2·32	0·59
Jodhpur	*1938-39*	*63,52,707*	*25,98,003*	*37,54,704*	*3·95*	*2·18*	*1·77*
	1939-40	71,58,681	25,77,043	45,81,638	3·89	2·14	1·75
Madras and Southern Mahratta	*1938-39*	*1,88,29,484*	*77,95,406*	*1,10,34,078*	*2·09*	*1·93*	*0·16*
	1939-40	1,93,17,895	74,95,343	1,18,22,552	2·24	1·88	0·36
Mysore State	*1938-39*	*50,01,624*	*25,86,593*	*24,15,031*	*2·14*	*1·74*	*0·40*
	1939-40	52,70,611	27,10,631	25,59,980	2·10	1·72	0·38
Nizam's State	*1938-39*	*48,89,184*	*23,98,468*	*24,90,716*	*2·45*	*1·83*	*0·62*
	1939-40	51,36,352	24,33,837	27,02,515	2·62	1·95	0·67
Rohilkund and Kumaon	*1938-39*	*37,79,151*	*18,06,620*	*19,72,531*	*1·96*	*1·24*	*0·72*
	1939-40	33,86,573	16,37,104	17,49,469	2·11	1·15	0·96
South Indian	*1938-39*	*2,46,27,989*	*1,55,50,605*	*90,77,384*	*1·93*	*1·78*	*0·15*
	1939-40	2,52,66,612	1,49,57,647	1,03,08,965	1·96	1·83	0·13

§ The results in columns 6 to 17 exclude steam boat

*Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

for the years 1938-39 and 1939-40.

changed from 5½ to 4½ per cent. per annum with effect from the year 1933-34 and further reduced to 4 per cent. from 1938-39.
actual expenditure on 'Replacements and Renewals', put from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur Depreciation Reserve Fund' instead.

§ Goods Traffic.

Goods earnings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile (including interest on capital expended on open line at the rate of 4 per cent. per annum) (see note under the heading).	Profit on working a goods unit (*viz.*, one ton) one mile.	Railway.
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5' 6" Gauge.
8·45	*5·61*	*2·84*	*40·9*	*27·2*	*13·7*	*2·86*	*4·18*	*1·43*	
9·16	5·44	3·72	45·1	26·8	18·3	2·73	3·93	1·86	Bengal Nagpur.
14·9	*8·03*	*6·90*	*64·7*	*34·8*	*29.9*	*4·06*	*6·13*	*3·57*	
14·7	7·71	7·02	64·1	33·6	30·5	3·96	5·98	3·65	Bombay, Baroda and Central India.
9·39	*6·76*	*3·13*	*45·1*	*30·8*	*14·3*	*5·12*	*7·37*	*2·16*	
9·80	7·59	2·21	45·1	35·0	10·1	5·64	7·82	1·60	Eastern Bengal.
9·27	*5·57*	*3·70*	*38·1*	*22·9*	*15·2*	*2·53*	*3·73*	*1·66*	
9·06	5·34	3·72	37·7	22·2	15·5	2·47	3·63	1·70	East Indian.
10·3	*6·10*	*4·74*	*49·2*	*27·7*	*21·5*	*3·40*	*5·21*	*2·59*	
10·7	5·89	4·84	49·9	27·4	22·5	3·27	4·99	2·64	Great Indian Peninsula.
10·7	*6·11*	*4·56*	*45·5*	*26·1*	*19·4*	*3·34*	*4·91*	*2·46*	
11·2	6·16	5·04	46·8	25·8	21·1	3·16	4·67	2·56	Madras and Southern Mahratta.
11·0	*4·33*	*6·71*	*54·4*	*21·4*	*33·0*	*2·47*	††*4·76*	*3·81*	
11·7	4·62	7·05	57·4	22·7	34·7	2·54	††4·84	3·83	Nizam's State.
11·2	*6·57*	*4·68*	*51·8*	*30·3*	*21·5*	*4·14*	*6·24*	*2·88*	
11·4	6·47	4·93	53·3	30·2	23·1	4·15	6·30	3·06	North Western.
11·6	*4·36*	*7·24*	*72·2*	*27·1*	*45·1*	*3·44*	*5·02*	*5·12*	
11·6	4·64	6·96	70·8	28·2	42·6	3·63	5·26	4·88	South Indian.
									3' 3⅜" Gauge.
4·39	*3·35*	*1·04*	*33·0*	*25·1*	*7·90*	*5·63*	*9·31*	*1·72*	
4·87	3·71	1·16	34·6	26·3	8·30	5·84	9·54	1·69	Assam-Bengal.
6·00	*3·00*	*3·00*	*30·0*	*13·0*	*17·0*	*3·00*	*4·01*	*3·72*	
6·00	3·00	3·00	31·0	13·0	18·0	3·00	4·18	3·54	Bengal and North-Western.
8·49	*4·61*	*3.88*	*40·1*	*21·8*	*18·3*	*4·63*	*6·11*	*3·93*	
8·12	4·39	3·73	38·2	20.6	17·6	4·42	5·83	3·80	Bombay, Baroda and Central India.
6·72	*4·35*	*2·37*	*30·2*	*19·6*	*10·6*	*5·24*	†*7·57*	*2·80*	
6·43	3·97	2·46	29·0	17·9	11·1	4·87	†7·09	2·98	Eastern Bengal.
6·43	*3·48*	*2·95*	*31·8*	*17·2*	*14·6*	*4·16*	*5·78*	*3·51*	
6·81	3·62	3·19	32·0	17·0	15·0	4·06	5·48	3·54	Jodhpur.
6·23	*3·42*	*2·81*	*42·6*	*23·4*	*19.2*	*4·94*	*7·10*	*4·02*	
6·20	3·39	2·81	43·1	23·5	19·5	4·73	6·76	3·91	Madras and Southern Mahratta.
4·84	*2·95*	*1·89*	*42·8*	*26·0*	*6·74*	*5·23*	*7·66*	*3·26*	
5·50	3·14	2·36	43·8	25·0	18·7	4·71	6·85	3·52	Mysore State.
9·30	*4·82*	*4·48*	*51·0*	*26·4*	*24·6*	*4·90*	**	*4·48*	
10·0	5·23	4·77	51·8	27·1	24·7	5·12	**	4·45	Nizam's State.
5·85	*2·71*	*3·14*	*37·3*	*17·2*	*20·1*	*3·59*	*5·33*	*4·12*	
6·26	2·51	3·75	41·6	16·7	24·9	3·26	5·09	4·82	Rohilkund and Kumaon.
7·23	*4·01*	*3·22*	*40·3*	*22·4*	*17·9*	*5·63*	*8·81*	*4·47*	
7·46	4·40	3·06	40·1	23·7	16·4	5·83	9·06	3·95	South Indian.

earnings and expenses.
sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.
†Metre and Narrow gauges combined.
** Included in Broad gauge. ††Broad and Metre gauges combined.

16.—*Statement of Ton Mileage pertaining to Steam and Electric Locomotives on* **Class I Railways** *for the years 1938-39 and 1939-40.*

NOTE.—The figures in this Statement *exclude* the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and epartmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1938-39*	*3,143,827*	*1,859,285*	*6,226,536*	*2,502,136*	*7,172,304*	*2,520,722*	*7,359,924*
	1939-40	3,553,844	1,898,346	6,929,429	2,544,501	7,991,297	2,564,974	8,194,910
Bombay, Baroda and Central India	*1938-39*	*1,085,322*	*1,255,099*	*2,397,989*	*1,645,778*	*2,665,573*	*1,650,272*	*2,722,389*
	1939-40	1,142,607	1,255,806	2,549,523	1,641,619	2,836,139	1,645,672	2,889,200
Eastern Bengal	*1938-39*	*484,615*	*1,412,624*	*1,165,443*	*1,921,574*	*1,337,799*	*1,929,163*	*1,767,317*
	1939-40	497,879	1,457,240	1,207,796	1,942,600	1,378,761	1,948,149	1,746,898
East Indian	*1938-39*	*6,410,120*	*5,200,776*	*12,990,235*	*7,012,860*	*14,576,859*	*7,082,179*	*15,232,432*
	1939-40	6,795,816	5,130,612	13,745,264	6,875,194	15,441,758	6,943,190	16,362,151
Great Indian Peninsula—Steam	*1938-39*	*2,499,427*	*3,123,505*	*5,466,204*	*4,180,794*	*6,298,146*	*4,185,603*	*6,404,983*
	1939-40	2,693,875	3,104,481	5,800,434	4,168,593	6,713,005	4,173,894	6,812,657
Great Indian Peninsula—Electric	*1938-39*	*270,497*	*524,859*	*588,990*	*686,928*	*682,149*	*687,445*	*691,861*
	1939-40	290,441	526,902	640,724	693,215	744,478	693,795	753,741
Madras and Southern Mahratta	*1938-39*	*980,597*	*1,214,014*	*2,216,372*	*1,663,036*	*2,534,959*	*1,674,291*	*2,562,151*
	1939-40	1,046,336	1,195,976	2,301,107	1,639,935	2,635,454	1,651,328	2,673,624
Nizam's State	*1938-39*	*353,735*	*292,862*	*740,922*	*402,761*	*881,494*	*403,268*	*901,169*
	1939-40	367,282	297,122	756,308	408,118	897,916	408,887	915,271
North Western	*1938-39*	*2,809,883*	*4,568,583*	*6,412,174*	*5,988,439*	*7,344,491*	*6,002,062*	*7,502,514*
	1939-40	2,706,316	4,572,711	6,180,429	5,990,276	7,094,223	6,004,617	7,303,813
South Indian	*1938-39*	*245,436*	*‡630,269*	*560,359*	*‡931,514*	*646,033*	*‡932,174*	*670,328*
	1939-40	258,424	**577,370	595,277	**847,936	684,693	**848,243	709,838
TOTAL 5′ 6″ GAUGE—Steam	*1938-39*	*18,013,462*	*19,557,017*	*38,176,234*	*26,248,892*	*43,456,658*	*26,379,734*	*45,223,262*
	1939-40	19,062,379	19,490,164	40,065,567	26,058,772	45,673,246	26,188,954	47,608,382
TOTAL 5′ 6″ GAUGE—Electric	*1938-39*	*270,497*	*524,859*	*588,990*	*686,928*	*682,149*	*687,445*	*691,861*
	1939-40	290,441	526,902	640,724	693,215	744,478	693,795	753,741
3′ 3⅜″ GAUGE.								
Assam Bengal	*1938-39*	*238,083*	*539,082*	*673,280*	*689,541*	*826,159*	*691,318*	*868,451*
	1939-40	284,033	511,018	654,684	644,884	796,505	646,341	837,571
Bengal and North Western	*1938-39*	*601,057*	*917,868*	*1,153,065*	*†1,218,388*	*1,309,217*	*††1,291,508*	*1,428,187*
	1939-40	572,638	871,537	1,128,314	††1,160,517	1,279,876	††1,230,273	1,385,959
Bombay, Baroda and Central India	*1938-39*	*701,183*	*921,314*	*1,454,127*	*1,196,335*	*1,652,464*	*1,197,087*	*1,691,784*
	1939-40	787,542	920,475	1,644,699	1,195,018	1,867,165	1,195,708	1,901,060

*Excluding traffic carried in departmental trains.

† Includes 65,(000) miles on account of engine power supplied by the R. & K. Rly.

†† Includes 67,(000) miles on account of engine power supplied by the R. & K. Rly.

‡ Includes 90,291 (000) Gross Ton miles of running power trains.

** Includes 74,575 (000) Gross Ton miles of running power trains.

16.—*Statement of Ton Mileage pertainting to Steam and Electric Locomotives on* **Class I Railways** *for the years 1938-39 and 1939-40*—concld.

NOTE.—The figures in this Statement *exclude* the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Eastern Bengal	*1938-39*	*269,854*	*653,558*	*664,285*	*834,313*	*760,579*	*837,006*	*865,518*
	1939-40	287,525	669,764	694,726	849,431	792,821	852,124	949,354
Jodhpur	*1938-39*	*161,579*	*234,050*	*344,662*	*293,717*	*398,293*	*294,037*	*424,950*
	1939-40	198,860	238,734	429,233	299,824	492,653	300,334	533,953
Madras and Southern Mahratta	*1938-39*	*427,017*	*612,455*	*972,477*	*841,536*	*1,180,836*	*843,715*	*1,193,980*
	1939-40	476,402	595,147	1,059,712	821,642	1,286,953	825,778	1,303,569
Mysore State	*1938-39*	*88,254*	*182,090*	*208,410*	*286,194*	*265,894*	*286,194*	*267,257*
	1939-40	103,810	202,323	236,391	313,667	294,650	313,667	296,234
Nizam's State	*1938-39*	*95,399*	*171,728*	*199,489*	*238,540*	*235,205*	*239,070*	*243,265*
	1939-40	98,459	168,964	208,433	233,002	247,191	233,394	259,159
Rohilkund and Kumaon	*1938-39*	*101,866*	*166,075*	*205,300*	*229,711*	*234,965*	*231,426*	*252,679*
	1939-40	99,633	160,357	196,734	223,921	226,365	225,405	240,876
South Indian	*1938-39*	*283,324*	*1,030,567*	*699,148*	*1,431,549*	*813,169*	*1,433,326*	*866,147*
	1939-40	317,908	927,069	758,501	1,309,381	879,819	1,310,937	933,694
TOTAL 3′ 3⅜″ GAUGE.	*1938-39*	*3,023,616*	*5,428,788*	*6,574,243*	*7,259,824*	*7,676,781*	*7,344,687*	*8,107,218*
	1939-40	3,226,810	5,265,388	7,011,427	7,051,287	8,163,998	7,133,961	8,641,429
2′ 6″ & 2′ 0″ GAUGES.								
Bengal Nagpur	*1938-39*	*48,170*	*135,098*	*121,601*	*188,926*	*157,014*	*189,248*	*171,479*
	1939-40	51,697	131,924	127,599	185,756	165,404	185,862	182,775
Bombay, Baroda and Central India	*1938-39*	*5,613*	*16,731*	*12,051*	*24,961*	*15,857*	*24,961*	*17,832*
	1939-40	5,861	16,282	12,955	23,936	17,127	23,945	18,307
Eastern Bengal	*1938-39*	*65*	*5,797*	*193*	*7,251*	*243*	*7,252*	*651*
	1939-40	65	5,721	185	7,152	232	7,154	421
Great Indian Peninsula	*1938-39*	*6,384*	*20,756*	*15,789*	*32,888*	*24,535*	*32,888*	*25,514*
	1939-40	5,347	20,821	14,632	33,907	23,662	33,935	25,419
Mysore State	*1938-39*	*2,395*	*10,522*	*5,589*	*18,516*	*8,055*	*18,516*	*8,367*
	1939-40	3,491	10,918	6,008	18,342	8,507	18,342	8,628
North Western	*1938-39*	*22,583*	*46,665*	*59,282*	*67,883*	*85,908*	*68,241*	*89,095*
	1939-40	23,837	45,291	61,631	66,281	89,032	66,542	95,192
South Indian	*1938-39*	*1,362*	*8,054*	*3,661*	*13,832*	*5,528*	*13,832*	*5,804*
	1939-40	1,632	6,612	4,094	10,853	5,945	10,853	6,144
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1938-39*	*86,572*	*243,623*	*218,166*	*354,257*	*297,140*	*354,938*	*318,742*
	1939-40	91,930	237,569	227,104	346,227	309,909	346,633	336,886
TOTAL CLASS I RAILWAYS—Steam	*1938-39*	*21,123,650*	*25,229,428*	*44,968,643*	*33,862,973*	*51,430,579*	*34,079,359*	*53,649,222*
	1939-40	22,381,119	24,993,121	47,304,098	33,456,286	54,147,153	33,669,548	56,586,677
TOTAL CLASS I RAILWAYS—Electric	*1938-39*	*270,497*	*524,359*	*538,990*	*686,928*	*682,149*	*687,445*	*691,861*
	1939-40	290,441	526,902	640,724	693,215	744,478	693,795	753,741

* See remark on page 118.

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on* **Class I Railways** *for the years 1938-39 and 1939-40. (In thousands.)*

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

Railway.	Year.	TRAIN MILES.												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4 +5).	Passenger proportion.	Goods proportion.	Total. (Cols. 7 +8).	Passenger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 +8).	Total. (Cols. 10 +11).	Passenger and total mixed.	Goods.	Total. (Cols. 13 +14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE.														
Bengal Nagpur	*1938-39*	*6,130*	*4,652*	*3,136*	*7,788*	*86*	*206*	*292*	*6,216*	*7,994*	*14,210*	*45*	*426*	*471*
	1939-40	6,122	5,234	3,426	8,660	88	223	311	6,210	8,883	15,093	49	488	537
Bombay, Baroda & Central India	*1938-39*	*3,627*	*1,833*	*326*	*2,164*	*361*	*663*	*1,024*	*3,988*	*2,827*	*6,815*	*21*	*60*	*81*
	1939-40	3,640	2,057	351	2,408	345	620	965	3,985	3,028	7,013	19	53	72
Eastern Bengal	*1938-39*	*5,473*	*1,320*	*134*	*1,454*	*198*	*258*	*456*	*5,671*	*1,712*	*7,383*	*9*	*543*	*552*
	1939-40	5,492	1,428	161	1,589	191	228	419	5,683	1,817	7,500	11	445	456
East Indian	*1938-39*	*16,712*	*11,339*	*2,277*	*13,616*	*1,453*	*291*	*1,744*	*18,165*	*13,907*	*32,072*	*159*	*1,426*	*1,585*
	1939-40	16,244	11,946	2,489	14,435	1,474	278	1,752	17,718	14,713	32,431	161	1,935	2,096
Great Indian Peninsula—Steam	*1938-39*	*10,041*	*4,687*	*2,137*	*6,824*	*267*	*290*	*557*	*10,308*	*7,114*	*17,422*	*20*	*315*	*335*
	1939-40	10,047	4,979	2,356	7,335	209	307	516	10,256	7,642	17,898	23	309	332
Great Indian Peninsula—Electric	*1938-39*	*1,357*	*634*	*Nil*	*634*	*Nil*	*Nil*	*Nil*	*1,357*	*634*	*1,991*	*1*	*25*	*26*
	1939-40	1,368	700	Nil	700	Nil	Nil	Nil	1,368	700	2,068	1	18	19
Madras & Southern Mahratta	*1938-39*	*4,215*	*2,011*	*582*	*2,593*	*105*	*146*	*251*	*4,320*	*2,739*	*7,059*	*27*	*64*	*91*
	1939-40	4,154	1,911	608	2,519	113	194	307	4,267	2,713	6,980	27	102	129
Nizam's State	*1938-39*	*846*	*762*	*9*	*771*	*150*	*217*	*367*	*996*	*988*	*1,984*	*1*	*71*	*72*
	1939-40	851	761	8	769	146	221	367	997	990	1,987	2	66	68
North Western	*1938-39*	*11,182*	*6,214*	*1,508*	*7,722*	*4,479*	*1,524*	*6,003*	*15,661*	*9,246*	*24,907*	*43*	*318*	*361*
	1939-40	11,087	6,024	1,482	7,506	4,518	1,568	6,086	15,605	9,074	24,679	48	253	301
South Indian	*1938-39*	*3,254*	*570*	*200*	*770*	*100*	*87*	*187*	*3,354*	*857*	*4,211*	*2*	*190*	*192*
	1939-40	2,918	597	214	811	99	91	190	3,017	902	3,919	1	192	193
Total 5' 6" Gauge—Steam	*1938-39*	*61,450*	*33,393*	*10,309*	*43,702*	*7,199*	*3,682*	*10,881*	*68,679*	*47,384*	*116,063*	*327*	*3,413*	*3,740*
	1939-40	60,555	34,937	11,095	46,032	7,183	3,730	10,913	67,738	49,762	117,500	341	3,843	4,184
Total 5' 6" Gauge—Electric	*1938-39*	*1,357*	*634*	*Nil*	*634*	*Nil*	*Nil*	*Nil*	*1,357*	*634*	*1,991*	*1*	*25*	*26*
	1939-40	1,368	700	Nil	700	Nil	Nil	Nil	1,368	700	2,068	1	18	19
3' 3½" GAUGE.														
Assam Bengal	*1938-39*	*231*	*588*	*447*	*1,035*	*2,356*	*1,479*	*3,835*	*2,637*	*2,514*	*5,151*	*11*	*150*	*161*
	1939-40	442	599	363	962	1,912	1,356	3,268	2,354	2,318	4,672	11	145	156
Bengal and North Western	*1938-39*	*5,601*	*1,434*	*1,387*	*2,821*	*459*	*220*	*679*	*6,060*	*3,041*	*9,101*	*14*	*468*	*482*
	1939-40	5,365	1,396	1,351	2,747	437	195	632	5,802	2,942	8,744	7	361	368
Bombay, Baroda & Central India	*1938-39*	*4,441*	*1,533*	*1,517*	*3,050*	*697*	*634*	*1,331*	*5,138*	*3,684*	*8,822*	*4*	*53*	*57*
	1939-40	4,441	1,704	1,742	3,446	710	667	1,377	5,151	4,113	9,264	4	54	58

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1938-39 and 1939 40 (In thousands)*—contd.

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in statements 32 and 33 respectively.

Railway.	Year.	TRAIN MILES.												
			Goods.			Mixed.						*Departmental.*		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4+5.	Passenger proportion.	Goods proportion.	Total. (Cols. 7+8.)	Passenger and proportion of mixed. (Cols. 3+7.)	Goods and proportion of mixed. (Cols. 6+8.)	Total. (Cols. 10+11.)	Passenger and total mixed.	Goods.	Total. (Cols. 13+14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3' 3⅜" GAUGE—*concld.*														
Eastern Bengal	*1938-39*	*2,601*	*1,201*	*88*	*1,289*	*438*	*300*	*738*	*3,039*	*1,589*	*4,628*	*9*	*248*	*257*
	1939-40	2,554	1,229	88	1,317	524	325	849	3,078	1,642	4,720	9	373	382
Jodhpur	*1938-39*	*653*	*451*	*45*	*496*	*500*	*517*	*1,017*	*1,153*	*1,013*	*2,166*	*3*	*65*	*68*
	1939-40	713	567	68	635	487	542	1,029	1,200	1,177	2,377	3	90	93
Madras & Southern Mahratta	*1938-39*	*3,617*	*1,875*	*646*	*2,521*	*383*	*625*	*1,008*	*4,031*	*3,146*	*7,177*	*10*	*80*	*90*
	1939-40	3,625	2,094	708	2,802	347	586	933	3,973	3,388	7,361	18	102	120
Mysore State	*1938-39*	*1,257*	*651*	*	*651*	*216*	*129*	*345*	*1,473*	*780*	*2,253*	*4*	*1*	*5*
	1939 40	1,438	745	*	745	140	67	207	1,578	812	2,390	2	2	4
Nizam's State	*1938-39*	*1,276*	*428*	*11*	*439*	*26*	*30*	*56*	*1,302*	*469*	*1,771*	*2*	*48*	*50*
	1939-40	1,209	426	12	438	29	37	66	1,238	475	1,713	2	42	44
Rohilkund and Kumaon	*1938-39*	*1,317*	*449*	*115*	*564*	*132*	*115*	*247*	*1,449*	*679*	*2,128*	*3*	*50*	*53*
	1939-40	1,287	451	104	555	125	106	231	1,412	661	2,073	7	36	43
South Indian	*1938-39*	*7,524*	*1,183*	*475*	*1,658*	*301*	*185*	*486*	*7,825*	*1,843*	*9,668*	*2*	*422*	*424*
	1939-40	7,159	1,308	516	1,824	192	105	297	7,351	1,929	9,280	2	413	415
Total 3' 3⅜" Gauge	*1938-39*	*28,629*	*9,793*	*4,731*	*14,524*	*5,503*	*4,534*	*9,742*	*34,137*	*18,763*	*52,895*	*67*	*1,585*	*1,652*
	1939-40	28,234	10,519	4,952	15,471	4,903	3,986	8,889	33,137	19,457	52,594	65	1,618	1,683
2' 6" & 2' 0" GAUGES.			Total										Total	
Bengal-Nagpur	*1938-39*	*863*		*501*		*288*	*234*	*522*	*1,151*	*735*	*1,886*		*65*	
	1939-40	845		545		297	232	529	1,142	777	1,919		84	
Bombay, Baroda & Central India	*1938-39*	*94*		*2*		*206*	*136*	*342*	*300*	*138*	*438*		*15*	
	1939-40	71		5		206	145	351	277	150	427		9	
Eastern Bengal	*1938-39*	*95*		*Nil*		*23*	*4*	*27*	*118*	*4*	*122*		*11*	
	1939-40	96		Nil		21	4	25	117	4	121		6	
Great Indian Peninsula	*1938-39*	*9*		*Nil*		*245*	*181*	*426*	*254*	*181*	*435*		*6*	
	1939-40	5		Nil		266	190	456	271	190	461		12	
Mysore State	*1938-39*	*79*		*17*		*109*	*43*	*152*	*188*	*60*	*248*		*Nil*	
	1939-40	79		13		104	48	152	183	61	244		Nil	
North Western	*1938-39*	*132*		*337*		*335*	*248*	*583*	*467*	*585*	*1,052*		*28*	
	1939-40	135		350		323	243	566	458	593	1,051		60	
South Indian	*1938-39*	*30*		*Nil*		*129*	*51*	*180*	*159*	*51*	*210*		*3*	
	1939-40	Nil		1		117	49	166	117	50	167		2	
Total 2' 6" & 2' 0" Gauges	*1938-39*	*1,302*		*857*		*1,335*	*897*	*2,232*	*2,637*	*1,754*	*4,391*		*123*	
	1939-40	1,231		914		1,334	911	2,245	2,565	1,825	4,390		173	
Total Class I Railways—Steam	*1938-39*	*91,411*		*69,083*		*14,042*	*8,813*	*22,855*	*105,453*	*67,896*	*173,349*		*5 520*	
	1939-40	90,020		62,417		13,420	8,627	22,047	103,440	71,344	174,484		6 040	
Total Class I Railways—Electric	*1938-39*	*1,357*		*634*		*Nil*	*Nil*	*Nil*	*1,357*	*634*	*1,991*		*26*	
	1939-40	1,368		700		Nil	Nil	Nil	1,368	700	2,068		19	

* Included with Main lines in Col. 4.

17.—Statement of Train and Engine Mileage pertaining to Steam and Electric locomotives on

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	SHUNTING MILES.						OTHER			
		Passenger and proportion of mixed.			*Goods and proportion of mixed.*			*Passenger and proportion of mixed.*			
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
5' 6" GAUGE.											
Bengal Nagpur	*1938-39*	*278*	*51*	*329*	*2,635*	*456*	*3,091*	*3*	*6*	*63*	*72*
	1939-40	298	55	353	2,909	470	3,379	9	9	60	78
Bombay, Baroda & Central India	*1938-39*	*150*	*18*	*168*	*829*	*122*	*951*	*32*	*3*	*136*	*171*
	1939-40	151	23	174	846	140	986	8	2	122	132
Eastern Bengal	*1938-39*	*336*	*50*	*386*	*865*	*99*	*964*	*Nil*	*1*	*38*	*39*
	1939-40	334	55	389	889	109	998	Nil	Nil	40	40
East Indian	*1938-39*	*814*	*12*	*826*	*4,551*	*346*	*4,897*	*82*	*76*	*530*	*688*
	1939-40	817	11	828	4,614	310	4,924	51	51	508	610
Great Indian Peninsula—Steam	*1938-39*	*195*	*17*	*212*	*2,085*	*204*	*2,289*	*155*	*91*	*115*	*361*
	1939-40	199	16	215	2,168	259	2,427	137	92	127	356
Great Indian Peninsula—Electric	*1938-39*	*172*	*1*	*173*	*35*	*15*	*50*	*96*	*54*	*41*	*191*
	1939-40	172	Nil	172	37	14	51	119	52	59	230
Madras & Southern Mahratta	*1938-39*	*153*	*12*	*165*	*677*	*191*	*868*	*27*	*1*	*86*	*114*
	1939-40	157	11	168	654	183	837	40	2	86	128
Nizam's State	*1938-39*	*63*	*5*	*68*	*234*	*26*	*260*	*1*	*Nil*	*20*	*21*
	1939-40	60	6	66	234	27	261	4	3	23	30
North Western	*1938-39*	*968*	*72*	*1,040*	*2,074*	*532*	*2,606*	*167*	*67*	*194*	*428*
	1939-40	981	94	1,075	1,958	524	2,482	140	47	187	374
South Indian	*1938-39*	*43*	*61*	*104*	*191*	*102*	*293*	*1*	*1*	*6*	*8*
	1939-40	31	65	96	195	108	303	2	2	10	14
Total 5' 6" Gauge—Steam	*1938-39*	*3,000*	*298*	*3,298*	*14,141*	*2,078*	*16,219*	*438*	*246*	*1,188*	*1,872*
	1939-40	3,028	336	3,364	14,467	2,130	16,597	391	208	1,163	1,762
Total 5' 6" Gauge—Electric	*1938-39*	*172*	*1*	*173*	*35*	*15*	*50*	*96*	*54*	*41*	*191*
	1939-40	172	Nil	172	37	14	51	119	52	59	230
3' 3¾" GAUGE.											
Assam Bengal	*1938-39*	*122*	*24*	*146*	*561*	*58*	*619*	*11*	*5*	*42*	*58*
	1939-40	115	21	136	581	55	636	8	2	37	47
Bengal and North Western	*1938-39*	*159*	*46*	*205*	*1,367*	*353*	*1,720*	*22*	*16*	*42*	*80*
	1939-40	159	68	227	1,364	335	1,699	24	20	45	89
Bombay, Baroda & Central India	*1938-39*	*215*	*44*	*259*	*919*	*131*	*1,050*	*17*	*26*	*51*	*94*
	1939-40	220	52	272	971	144	1,115	13	18	45	76

Class I Railways for the years 1938-39 and 1939-40 (*In thousands*)—contd.

The mileage of these services is shown in Statements 32 and 33 respectively.

Engine Miles.									Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.		Total including Departmental. (Columns 36+37+38)	Railway.
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27)	Goods & proportion of mixed. (Columns 11+23+32)		
28	29	30	31	32	33	34	35	36	37	38	39	40
												5′ 6″ Gauge.
346	*120*	*791*	*312*	*1,569*	*8*	*35*	*343*	*822*	*6,617*	*12,674*	*20,053*	Bengal Nagpur.
492	128	829	347	1,796	9	37	338	834	6,641	14,058	21,583	
Nil	*2*	*59*	*13*	*74*	*4*	*10*	*278*	*363*	*4,327*	*3,852*	*8,542*	Bombay, Baroda & Central India.
Nil	3	70	20	93	4	14	264	340	4,291	4,107	8,738	
9	*31*	*78*	*181*	*299*	*49*	*51*	*72*	*673*	*6,096*	*2,975*	*9,741*	Eastern Bengal.
11	18	93	198	320	23	36	58	537	6,112	3,135	9,784	
66	*84*	*1,181*	*1,497*	*2,828*	*94*	*72*	*825*	*2,504*	*19,649*	*21,632*	*43,785*	East Indian.
68	119	1,250	1,666	3,103	82	67	782	2,960	19,156	22,740	44,856	
121	*77*	*225*	*39*	*462*	*6*	*56*	*248*	*559*	*10,881*	*9,365*	*21,335*	Great Indian Peninsula. Steam
154	140	292	44	630	6	65	252	590	10,827	10,099	22,116	
80	*3*	*41*	*Nil*	*124*	*1*	*15*	*26*	*53*	*1,721*	*805*	*2,582*	Electric
90	2	51	Nil	143	1	10	32	52	1,770	894	2,716	
118	*5*	*199*	*10*	*332*	*3*	*11*	*147*	*241*	*4,599*	*3,937*	*8,779*	Madras & Southern Mahratta.
139	9	210	15	373	4	23	183	316	4,363	3,923	8,802	
2	*2*	*94*	*Nil*	*98*	*1*	*14*	*151*	*224*	*1,055*	*1,346*	*2,655*	Nizam's State.
17	6	106	Nil	129	1	12	142	211	1,093	1,380	2,684	
164	*96*	*502*	*134*	*896*	*42*	*29*	*703*	*1,106*	*17,129*	*12,742*	*30,977*	North Western.
166	77	436	134	807	42	19	621	964	17,054	12,363	30,381	
32	*1*	*43*	*6*	*82*	*17*	*18*	*30*	*239*	*3,466*	*1,232*	*4,937*	South Indian.
42	6	49	3	91	15	15	27	225	3,127	1,296	4,658	
858	*412*	*3,172*	*2,192*	*6,634*	*224*	*297*	*2,797*	*6,761*	*73,849*	*76,277*	*150,847*	Total 5′ 6″ Gauge. Steam
1,083	505	3,226	2,427	7,342	186	288	2,667	7,037	72,864	73,701	153,602	
80	*3*	*41*	*Nil*	*124*	*1*	*15*	*26*	*53*	*1,721*	*805*	*2,582*	Electric
90	2	51	Nil	143	1	10	32	52	1,770	894	2,716	
												3′ 3½″ Gauge.
35	*39*	*83*	*120*	*277*	*2*	*15*	*47*	*210*	*2,841*	*3,410*	*6,461*	Assam Bengal
36	15	106	158	315	2	15	53	211	2,537	3,269	6,017	
37	*42*	*72*	*Nil*	*151*	*119*	*13*	*152*	*753*	*6,315*	*4,912*	*12,010*	Bengal and North Western.
37	39	70	Nil	155	106	9	140	614	6,118	4,796	11,528	
16	*43*	*59*	*29*	*147*	*1*	*3*	*321*	*379*	*5,491*	*4,881*	*10,751*	Bombay, Baroda & Central India.
14	59	64	34	171	2	4	325	385	5,493	5,969	11,283	

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric*

NOTE :—The figures in this statement exclude the mileage relating to Electric Multiple

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			*Goods and proportion of mixed.*			*Passenger and proportion of mixed.*			
		Shunting Engines.	Train Engines.	Total. (Cols. 18 +19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 +22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+ 25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
5′ 3⅜″ GAUGE—*concld.*											
Eastern Bengal	*1938-39*	*209*	*25*	*234*	*648*	*88*	*736*	*Nil*	*2*	*15*	*17*
	1939-40	213	18	231	653	99	752	Nil	1	13	14
Jodhpur	*1938-39*	*23*	*70*	*93*	*173*	*87*	*260*	*1*	*3*	*4*	*8*
	1939-40	26	65	91	197	84	281	1	13	8	22
Madras and Southern Mahratta	*1938-39*	*125*	*10*	*130*	*664*	*105*	*769*	*13*	*3*	*31*	*50*
	1939-40	112	11	123	664	111	775	5	2	27	34
Mysore State	*1938-39*	*163*	*20*	*183*	*179*	*34*	*213*	*20*	*4*	*3*	*27*
	1939-40	163	17	180	180	25	205	14	7	5	26
Nizam's State	*1938-39*	*26*	*14*	*40*	*118*	*11*	*129*	*Nil*	*Nil*	*30*	*30*
	1939-40	28	12	40	119	14	133	Nil	Nil	29	29
Rohilkund and Kumaon	*1938-39*	*50*	*1*	*51*	*224*	*28*	*252*	*14*	*13*	*20*	*47*
	1939-40	46	Nil	46	332	16	348	15	9	19	43
South Indian	*1938-39*	*106*	*155*	*261*	*316*	*262*	*578*	*3*	*22*	*40*	*65*
	1939-40	118	137	255	337	269	606	1	18	46	65
Total 3′ 3⅜″ Gauge	*1938-39*	*1,190*	*409*	*1,603*	*5,269*	*1,157*	*6,426*	*101*	*94*	*281*	*476*
	1939-40	1,200	401	1,601	5,398	1,152	6,550	81	90	274	445

		Shunting miles (all classes).		
		Shunting Engines.	Train Engines.	Total.
2′ 6″ & 2′ 0″ GAUGES.				
Bengal-Nagpur	*1938-39*	*305*	*113*	*418*
	1939-40	333	119	452
Bombay, Baroda and Central India	*1938-39*	*Nil*	*37*	*37*
	1939-40	Nil	39	39
Eastern Bengal	*1938-39*	*Nil*	*Nil*	*Nil*
	1939-40	Nil	1	1
Great Indian Peninsula	*1938-39*	*22*	*10*	*32*
	1939-40	19	10	29
Mysore State	*1938-39*	*Nil*	*29*	*29*
	1939-40	Nil	29	29
North Western	*1938-39*	*55*	*52*	*107*
	1939-40	78	62	140
South Indian	*1938-39*	*Nil*	*8*	*8*
	1939-40	Nil	8	8
Total 2′ 6″ and 2′ 0″ Gauges	*1938-39*	*412*	*249*	*661*
	1939-40	430	268	698
Total Class I Railways — Steam	*1938-39*	*24,021*	*4,191*	*22,212*
	1939-40	24,523	4,287	28,810
Total Class I Railways — Electric	*1938-39*	*172*	*1*	*173*	*35*	*15*	*50*	*96*	*54*	*41*	*191*
	1939-40	172	Nil	172	37	14	51	119	52	59	230

* Included in column 32.

locomotives on ***Class I Railways*** *for the years 1938-39 and 1939-40 (In thousands)*—concld.

Unit trains and all Rail Cars. The mileage of these services is shown in statements 32 and 33 respectively.

Engine Miles.									Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.		Total including Departmental. (Columns 36+37+38.)	Railway.
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)		
28	29	30	31	32	33	34	35	36	37	38	39	40
												3′ 3¾″ Gauge—*concld.*
Nil	*17*	*16*	*26*	*59*	*2*	*11*	*35*	*294*	*3,290*	*2,384*	*5,968*	Eastern Bengal.
Nil	19	20	26	65	2	11	40	424	3,323	2,459	6,206	
3	*1*	*24*	*7*	*35*	*Nil*	*5*	*102*	*170*	*1,284*	*1,308*	*2,762*	Jodhpur.
3	9	74	6	92	Nil	9	117	210	1,313	1,550	3,073	
91	*40*	*143*	*3*	*282*	*2*	*17*	*113*	*205*	*4,217*	*4,197*	*8,619*	Madras & Southern Mahratta.
104	38	194	2	338	3	18	125	248	4,130	4,501	8,879	
10	*7*	*10*	*1*	*28*	*Nil*	*19*	*10*	*15*	*1,683*	*1,021*	*2,719*	Mysore State.
6	5	6	1	18	Nil	17	12	16	1,784	1,035	2,835	
Nil	*1*	*33*	*Nil*	*34*	*1*	*6*	*82*	*133*	*1,372*	*632*	*2,137*	Nizam's State.
Nil	2	36	Nil	38	1	5	85	130	1,307	646	2,083	
6	*3*	*9*	*5*	*23*	*11*	*5*	*33*	*152*	*1,547*	*1,054*	*2,753*	Rohilkund and Kumaon.
4	4	9	7	24	12	1	88	143	1,501	1,033	2,677	
25	*4*	*23*	*31*	*83*	*39*	*64*	*90*	*553*	*8,151*	*2,504*	*11,208*	South Indian.
35	3	28	29	95	35	50	74	524	7,671	2,630	10,825	
223	*197*	*477*	*222*	*1,119*	*177*	*188*	*1,035*	*2,864*	*36,221*	*26,303*	*65,388*	Total 3′ 3¾″ Gauge.
239	193	616	263	1,311	163	139	1,059	2,905	35,183	27,318	65,406	
			Total § Other Engine Miles.		Total other Departmental.							2′ 6″ & 2′ 0″ Gauges.
			35				*40*	*105*	*1,282*	*1,057*	*2,444*	Bengal Nagpur.
			44				23	107	1,276	1,139	2,522	
			16				*2*	*17*	*353*	*138*	*508*	Bombay, Baroda & Central India.
			15				4	13	331	150	494	
			Nil				*Nil*	*11*	*118*	*4*	*133*	Eastern Bengal.
			Nil				Nil	6	118	4	128	
			Nil				*1*	*7*	*262*	*205*	*474*	Great Indian Peninsula.
			Nil				1	13	278	212	503	
			2				*6*	*6*	*207*	*72*	*285*	Mysore State.
			Nil				5	5	200	74	279	
			69				*9*	*37*	*522*	*736*	*1,295*	North Western.
			78				7	67	514	755	1,336	
			Nil				*Nil*	*3*	*161*	*57*	*221*	South Indian.
			Nil				Nil	2	119	56	177	
			122				*58*	*186*	*2,905*	*2,269*	*5,360*	Total 2′ 6″ & 2′ 0″ Gauges.
			137				40	213	2,836	2,390	5,439	
				10,223				*9,311*	*112,975*	*98,309*	*221,595*	Steam
				10,997				10,155	110,883	103,409	224,447	
80	*3*	*41*	*Nil*	*124*	*1*	*15*	*26*	*53*	*1,721*	*808*	*2,582*	Electric
90	2	51	Nil	143	1	10	32	52	1,770	894	2,716	

Total Class I Railways.

§ "Other" includes Assisting required, Assisting not required, Light and Siding.

18.—Statement of Engine hours pertaining to Steam and Electric locomotives on

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7+8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE.										
Bengal Nagpur	*1938-39*	*290,9*	*7,0*	*17,0*	*24,0*	*363,6*	*270,7*	*634,3*	*65,8*	*618,1*
	1939-40	287,7	7,3	18,6	25,9	400,5	295,4	695,9	70,6	675,8
Bombay, Baroda and Central India.	*1938-39*	*144,0*	*22,6*	*43,0*	*65,6*	*149,5*	*31,8*	*181,3*	*33,7*	*190,2*
	1939-40	145,2	21,9	40,4	62,3	164,3	32,6	196,9	34,9	197,2
Eastern Bengal	*1938-39*	*250,9*	*16,8*	*22,0*	*38,8*	*123,0*	*17,5*	*140,5*	*77,2*	*192,8*
	1939-40	251,3	15,6	18,7	34,3	137,0	21,2	158,2	77,9	199,6
East Indian	*1938-39*	*731,0*	*83,8*	*17,7*	*101,5*	*1,143,0*	*30,27*	*1,450,7*	*165,2*	*979,5*
	1939-40	720,6	84,9	18.0	102,9	1,195,0	319,3	1,514,3	165,5	984,7
Great Indian Peninsula	*1938-39*	*431,7*	*16,3*	*18,6*	*34,9*	*356,3*	*163,6*	*519,9*	*77,2*	*469,2*
	1939-40	436,2	13,0	19,4	32,4	371,1	179,5	550,6	77,6	497,5
Madras and Southern Mahratta	*1938-39*	*196,6*	*7,4*	*10,4*	*17,8*	*201,5*	*55,8*	*257,3*	*33,0*	*173,7*
	1939-40	195,6	8,1	13,7	21,8	166,4	58,6	225,0	33,6	167,5
Nizam's State	*1938-39*	*34,7*	*9,2*	*13,4*	*22,6*	*66,0*	*7*	*66,7*	*13,7*	*52,0*
	1939-40	35,7	9,3	14,0	23,3	64,4	5	64,9	13,2	52,3
North Western	*1938-39*	*478,2*	*246,4*	*103,7*	*350,1*	*539,4*	*135,1*	*674,5*	*208,0*	*521,1*
	1939-40	470,3	248,4	104,4	352,8	520,3	130,1	650,4	214,9	496,5
South Indian	*1938-39*	*155,0*	*6,8*	*6,5*	*13,3*	*50,3*	*16,4*	*66,7*	*20,7*	*58,5*
	1939-40	142,4	6,8	7,1	13,9	52,3	17,1	69,4	19,2	60,6
Total 5' 6" Gauge	*1938-39*	*2,713,0*	*416,3*	*252,3*	*668,6*	*2,997,6*	*994,3*	*3,991,9*	*691,5*	*3,255,1*
	1939-40	2,685,0	415,3	254,3	669,6	3,071,3	1,054,3	4,125,6	707,4	3,331.7
3' 3⅜" GAUGE.										
Assam Bengal	*1938-39*	*13,2*	*151,4*	*95,4*	*246,8*	*43,8*	*41,1*	*84,9*	*29,2*	*123,8*
	1939-40	20,0	125,1	88,7	213,8	46,1	33,4	79,5	27,2	127,2
Bengal and North Western	*1938-39*	*313,5*	*31,2*	*14,9*	*46,1*	*127,7*	*117,8*	*245,5*	*39,5*	*343,2*
	1939-40	290,3	30,8	13,7	44,5	125,6	113,3	238,9	43,8	338,6
Bombay, Baroda and Central India.	*1938-39*	*222,3*	*46,9*	*43,1*	*90,0*	*139,9*	*144,1*	*284,0*	*51,9*	*210,0*
	1939-40	226,0	48,2	45,6	93,8	156,3	160,5	316,8	54,3	223,0

Class I Railways for the years 1938-39 and 1939-40 (In hundreds).

Service.					Departmental Engine hours.				Percentage of train Engine hours to total Engine hours.		
†Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3++++ 10+12.)	Goods and proportion of mixed. (Columns 5+9+ 11+ 13+14.)	Passenger and total mixed.	Goods.	Total. (Columns 17+18.)	Total Engine hours. (Columns 15+16 +19.)	Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	Railway.
12	13	14	15	16	17	18	19	20	21	22	23
											5' 6" GAUGE.
77,9	*296,5*	*44,6*	*441,6*	*1,610,5*	*5,0*	*94,4*	*99,4*	*2,151,5*	*67*	*38*	Bengal-Nagpur.
70,5	312,5	49,6	436,1	1,762,4	5,8	98,3	104,1	2,292,6	67	39	
43,6	*51,1*	*1,9*	*243,9*	*467,5*	*3,4*	*49,0*	*52,4*	*763,8*	*67*	*44*	Bombay, Baroda and Central India.
40,5	56,1	2,8	242,5	493,4	3,4	45,9	49,3	785,2	68	44	
94,4	*47,0*	*25,9*	*439,3*	*423,2*	*9,0*	*76,9*	*85,9*	*953,4*	*60*	*32*	Eastern Bengal.
95,0	53,6	28,3	439,8	458,4	4,1	63,1	67,2	965,4	60	34	
236,1	*299,1*	*213,8*	*1,216,1*	*2,960,8*	*31,6*	*297,9*	*329,5*	*4,506,4*	*65*	*45*	East Indian.
231,3	302,1	238,1	1,202,3	3,057,2	31,6	357,6	389,2	4,648,7	65	45	
121,0	*194,7*	*5,6*	*646,2*	*1,208,0*	*7,7*	*69,8*	*77,5*	*1,931,7*	*69*	*42*	Great Indian Peninsula.
119,3	214,8	6,4	646,1	1,288,7	8,0	69,1	77,1	2,011,9	69	42	
97,0	*103,4*	*1,5*	*334,0*	*551,3*	*5,4*	*28,0*	*33,4*	*913,7*	*60*	*46*	Madras and Southern Mahratta.
94,8	104,1	2,2	332,1	512,5	4,9	34,7	39,6	884,2	60	44	
12 3	*24,8*	*Nil*	*70,4*	*156,9*	*1*	*35,2*	*35,3*	*262 6*	*62*	*42*	Nizam's State.
13,8	28,6	Nil	72,0	159,8	2	32,8	33,0	264,8	62	41	
173,1	*177,3*	*19,2*	*1,105,7*	*1,493,3*	*12,9*	*139,4*	*152,3*	*2,753,8*	*65*	*43*	North Western.
161,5	168,4	19,1	1,095,1	1,438,8	13,1	124,1	137,2	2,671,1	65	48	
60,1	*23,5*	*8*	*242,6*	*161,0*	*4,0*	*28,9*	*32,9*	*436,5*	*66*	*39*	South Indian.
63,2	28,9	4	231,6	165,4	3,6	29,0	32,6	430,6	63	39	
916,0	*1,227,4*	*313,3*	*4,739,3*	*9,040.0*	*79,1*	*819,5*	*898,6*	*14,678,4*			Total 5' 6" Gauge.
883,9	1,269,1	346,9	4,697,6	9,327,6	74,7	854,6	929,3	14,954,5			
											3' 3⅜" GAUGE.
39,0	*39,6*	*17,2*	*232,8*	*360,9*	*1,1*	*22,9*	*24,0*	*617,7*	*70*	*47*	Assam Bengal.
34 3	39,5	22,6	206,6	357,5	1,3	23,4	24,7	588,8	70	44	
86,7	*63,2*	*Nil*	*470,9*	*666,8*	*24,1*	*84,3*	*108,4*	*1,246,1*	*70*	*35*	Bengal and North Western.
86,1	62,1	Nil	460,0	653,2	21,3	69,7	91,0	1,204,2	69	35	
64,9	*60,1*	*4,1*	*336,5*	*601,3*	*5*	*62,4*	*62,9*	*1,050,7*	*70*	*49*	Bombay, Baroda and Central India.
6,72	65,9	4,8	326,7	655,1	5	54,0	64,5	1,116,3	69	50	

† "Other" Instances Assisting required, Assisting not required, Light and Siding engine hours.

18.—Statement of Engine hours pertaining to Steam and Electric locomotives on

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic	
									Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3′ 3½″ Gauge—*concld.*										
Eastern Bengal	*1938-39*	*142,0*	*31,7*	*21,7*	*53,4*	*106,8*	*8,6*	*115,4*	*46,8*	*147,2*
	1939-40	139,8	37,6	23,4	61,0	109,2	8,5	117,7	46,2	150,3
Jodhpur	*1938-39*	*34,5*	*35,5*	*36,8*	*72,3*	*43,6*	*4,5*	*48,1*	*18,6*	*51,9*
	1939-40	36,0	34,9	38,8	73,7	56,9	6,1	63,0	18,2	56 1
Madras and Southern Mahratta	*1938-39*	*187,5*	*31,1*	*50,9*	*82,0*	*178,3*	*67,1*	*245,4*	*27,2*	*153,7*
	1939-40	187,1	28,2	47,8	76,0	202,7	74,0	276,7	24,6	155,0
Mysore State	*1938-39*	*69,6*	*16,7*	*11,9*	*28,6*	*Nil*	*61,4*	*61,4*	*18,5*	*25,2*
	1939-40	79,6	11,8	5,5	17,3	Nil	75,1	75,1	20,7	27,3
Nizam's State	*1938-39*	*65,1*	*1,9*	*2,3*	*4,2*	*33,2*	*1,2*	*39,4*	*8,0*	*25,7*
	1939-40	61,5	2,4	3,2	5,6	36,7	1,3	38,0	8,0	26,5
Rohilkund and Kumaon	*1938-39*	*75,1*	*9,5*	*8,4*	*17,9*	*46,4*	*10,5*	*56,9*	*10,1*	*70,4*
	1939-40	73,1	9,1	7,8	16,9	45,3	8,9	54,2	9,3	69,8
South Indian	*1938-39*	*403,9*	*23,7*	*14,4*	*38,1*	*101,1*	*47,0*	*148,1*	*52,1*	*115,5*
	1939-40	392 0	16,3	8,7	25,0	111,7	47,7	159,4	51,1	121,2
Total 3′ 3½″ gauge.	*1938-39*	*1,532,2*	*379,6*	*299,8*	*679,4*	*825,8*	*503,3*	*1,329,1*	*301,9*	*1,266,6*
	1939-40	1,514,4	344,4	283,2	627,6	890,5	528,8	1,419,3	303,4	1,294,9
2′ 6″ & 2′ 0″ Gauges.			Total.			Total.			Total.	
Bengal Nagpur	*1938-39*	*59,1*			*46,9*			*52,9*	*83,5*	
	1939-40	58,1			49,5			55,8	90,5	
Bombay, Baroda and Central India.	*1938-39*	*6,4*			*31,3*			*3*	*7,2*	
	1939-40	4,8			30,6			7	7,8	
Eastern Bengal	*1938-39*	*8,9*			*2,5*			*Nil*	*Nil*	
	1939-40	9,6			2,4			Nil	1	
Great Indian Peninsula	*1938-39*	*6*			*30,3*			*Nil*	*6,5*	
	1939-40	3			32.8			Nil	6,0	
Mysore State	*1938-39*	*5,3*			*12,7*			*1,9*	*1,1*	
	1939-40	5,3			12,7			1,4	1,1	
North Western	*1938-39*	*13,2*			*50,4*			*40,8*	*27,3*	
	1939-40	13,2			49,7			41,5	28,1	
South Indian	*1938-39*	*2,3*			*16,0*			*Nil*	*1.7*	
	1939-40	Nil			15,4			1	1,6	
Total 2′ 6″ & 2′ 0″ Gauges	*1938-39*	*95,8*			*190,1*			*95,9*	*127,3*	
	1939-40	91,3			193,1			99,5	135,2	
Total Class I Railways	*1938-39*	*4,311,0*			*1,538,1*			*5,416,9*	*5,645,4*	
	1939-40	4,290,7			1,490,3			5,644,4	5,772,6	

Class I Railways for the years 1938-39 and 1939-40 (In hundreds)—concld.

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to Total Engine hours.		Railway.
† Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3 + 4 + 10 + 12.)	Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14.)	Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
12	13	14	15	16	17	18	19	20	21	22	23
											3′ 3⅜″ Gauge—*concld.*
58,4	*25,5*	*3,8*	*278,9*	*313,6*	*2,4*	*36,8*	*39,2*	*631,7*	*62*	*39*	Eastern Bengal.
59,4	25,1	3,7	283,0	320,2	2,6	53,1	55,7	658,9	62	38	
29 5	*40,3*	*1,0*	*118,1*	*173,6*	*4*	*27,3*	*27,7*	*324,4*	*59*	*41*	Jodhpur.
36,8	52,7	8	125,9	211,4	5	32,7	33,2	370,5	56	42	
52,7	*77,3*	*4*	*293,5*	*527,7*	*1,7*	*21,7*	*23,4*	*849,6*	*73*	*54*	Madras & Southern Mahratta.
52,4	83,7	3	292,3	563,5	3,0	26,2	29,2	885,0	73	55	
4,9	*4,9*	*1*	*109,7*	*103,5*	*4*	*3,6*	*4,0*	*217,2*	*78*	*68*	Mysore State.
2,4	2,4	1	114,5	110,4	2	3,3	3,5	228,4	80	71	
20,5	*23,6*	*Nil*	*95,5*	*91,0*	*4*	*19,4*	*19,3*	*206,2*	*70*	*38*	Nizam's State.
20,6	20,1	Nil	92,5	87,8	4	19,7	20,1	200,4	69	38	
15,1	*9,7*	*7*	*109,8*	*146,1*	*2,6*	*24,1*	*26,7*	*282,6*	*75*	*38*	Rohilkund and Kumaon.
13,4	8,4	9	104,9	141,1	2,7	23,4	26,1	272,1	76	38	
131,3	*37,9*	*4,4*	*666,5*	*320,3*	*9,3*	*66,2*	*76,0*	*1,062,8*	*64*	*42*	South Indian.
174,1	43,0	4,1	633,5	336,4	8,3	62,8	71,1	1,041,0	64	42	
553,5	*352,6*	*31,7*	*2,767,2*	*3,302,8*	*43,4*	*368,7*	*412,1*	*6,489,1*			Total 3′ 3⅜″ Gauge.
546,7	402,9	37,3	2,708,9	3,437,6	40,8	378,3	419,1	6,566,6			
Total.					Total.						2′ 6″ & 2′ 0″ Gauges.
32,2							*13,6*	*288,2*			Bengal Nagpur.
31,5							14,4	299,8			
20,2							*2,1*	*67,5*			Bombay, Baroda and Central India.
21,9							1,6	67,4			
6,3							*1,4*	*19,1*			Eastern Bengal.
5,8							9	18,8			
4,3							*8*	*43,0*			Great Indian Peninsula.
4,6							1,6	45,3			
3,4							*7*	*25,1*			Mysore State.
2,8							4	23,7			
20,6							*5,0*	*157,3*			North Western.
21,9							9,0	163,4			
8,8							*4*	*29,2*			South Indian.
8,3							3	25,7			
96,3							*24,0*	*629,4*			Total 2′ 6″ and 2′ 0″ Gauges.
96,8							28,2	644,1			
3,520,3							*1,334,7*	*21,796,9*			Total Class I Railways.
3,589,6							1,376,8	22,164,2			

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

H53R.B.

19.—*Statement of Vehicle and Wagon Miles (in terms of four-wheelers) relating to trains hauled by Steam*

NOTE.—The figures in this statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
											Goods.		
											Main Lines.		
		Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3 +4.)	Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6 +7.)	Coaching Vehicles. (Cols.3+6.)	Other Vehicles. (Cols. 4+7.)	Total. (Cols. 9 +10.)	Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													
Bengal-Nagpur	*1938-39*	*92,444*	*2,537*	*94,981*	*1,864*	*35*	*1,899*	*94,308*	*2,572*	*96,880*	*132,394*	*186,252*	*71·1*
	1939-40	94,059	2,670	96,729	1,839	29	1,868	95,898	2,699	98,597	147,417	207,421	71·1
Bombay, Baroda and Central India.	*1938-39*	*51,524*	*11,397*	*62,921*	*5,029*	*1,107*	*6,136*	*59,553*	*12,504*	*72,057*	*71,109*	*94,930*	*74 9*
	1939-40	50,726	12,772	63,498	7,805	923	8,728	58,531	13,695	72,226	76,468	103,561	73 8
Eastern Bengal	*1938-39*	*73,293*	*3,498*	*76,791*	*3,370*	*Nil*	*3,370*	*76,663*	*3,498*	*80,161*	*45,698*	*60,357*	*75·1*
	1939-40	75,770	3,123	78,893	3,318	Nil	3,318	79,088	3,123	82,211	46,590	63,704	73·1
East Indian	*1938-39*	*255,154*	*10,279*	*265,433*	*20,411*	*398*	*20,809*	*275,565*	*10,677*	*286,242*	*391,413*	*596,838*	*65·6*
	1939-40	249,252	9,387	258,639	19,892	428	20,320	269,144	9,815	278,959	410,667	626,588	65·5
Great Indian Peninsula	*1938-39*	*172,236*	*4,957*	*177,193*	*5,568*	*Nil*	*5,568*	*177,804*	*4,957*	*182,761*	*186,038*	*252,530*	*73·7*
	1939-40	170,113	7,652	177,765	3,659	Nil	3,659	173,772	7,652	181,424	190,365	262,715	72·5
Madras and Southern Mahratta.	*1938-39*	*57,327*	*883*	*58,210*	*1,533*	*15*	*1,548*	*58,860*	*898*	*59,758*	*70,072*	*100,928*	*69·4*
	1939-40	55,201	1,418	56,619	1,762	22	1,784	56,963	1,440	58,403	72,169	102,006	70·8
Nizam's State	*1938-39*	*11,985*	*289*	*12,274*	*2,935*	*55*	*2,990*	*14,920*	*344*	*15,264*	*24,143*	*35,770*	*67·5*
	1939-40	12,135	440	12,575	2,858	53	2,911	14,993	493	15,486	24,286	35,684	68·1
North Western	*1938-39*	*186,551*	*8,563*	*195,114*	*63,416*	*954*	*64,370*	*249,967*	*9,517*	*259,484*	*226,343*	*312,497*	*72·4*
	1939-40	183,093	9,015	192,108	64,843	981	65,824	247,936	9,996	257,932	221,339	300,113	73·8
South Indian	*1938-39*	*34,589*	*594*	*35,183*	*1,402*	*1*	*1,403*	*35,991*	*595*	*36,586*	*18,162*	*22,720*	*79·9*
	1939-40	31,773	634	32,407	1,354	2	1,356	33,127	636	33,763	19,324	24,275	79·6
Total 5′ 6″ Gauge	*1938-39*	*935,103*	*42,997*	*978,100*	*106,528*	*2,565*	*111,093*	*1,043,631*	*45,562*	*1,089,193*	*1,165,377*	*1,963,382*	*70·1*
	1939-40	922,122	47,111	969,233	107,330	2,438	109,768	1,029,452	49,549	1,079,001	1,208,625	1,726,067	70·0
3′ 3¾″ GAUGE.													
Assam Bengal	*1938-39*	*3,365*	*67*	*3,432*	*50,809*	*3,026*	*53,835*	*54,174*	*3,093*	*57,267*	*13,685*	*21,633*	*63·3*
	1939-40	6,158	77	6,235	44,718	2,756	47,474	50,876	2,833	53,709	14,342	22,413	64·0
Bengal and North Western.	*1938-39*	*84,951*	*639*	*85,590*	*7,115*	*23*	*7,138*	*92,066*	*662*	*92,728*	*49,936*	*65 665*	*76·1*
	1939-40	79,933	585	80,518	6,717	25	6,742	86,650	610	87,260	49,436	66,340	74 5
Bombay, Baroda and Centr l India.	*1938-39*	*66,328*	*5,641*	*71,969*	*15,935*	*796*	*16,731*	*82,263*	*6,437*	*88,700*	*53,260*	*72,803*	*73·1*
	1939-40	64,747	7,730	72,477	16,295	725	17,020	81,042	8,455	89,497	55,961	80,658	69·4

and Electric locomotives on Class I Railways for the years 1938-39 and 1939-40 (In thousands).

The mileage of these services is shown in statements 32 and 33 respectively.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL).			
Goods.			Goods proportion of mixed.		Total.									
Branch lines.														
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12+15+18.)	Total. (Cols. 13+16+19.)	Percentage loaded of total.	Passenger and total mixed.	Goods.	Total. (Columns 23+24.)	Passenger and total mixed.	Goods.	Total. (Columns 26+27.)	Railway.
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														5'6" Gauge.
79,907	*135,246*	*59·1*	*2,959*	*4,611*	*215,260*	*326,109*	*66·0*	*707*	*7,275*	*7,982*	*338*	*9,736*	*10,124*	Bengal-Nagpur.
85,730	144,715	59·2	3,085	4,812	236,232	356,948	66·2	781	7,821	8,602	325	10,717	11,042	
8,241	*13,846*	*59·5*	*13,696*	*17,378*	*93,046*	*126,154*	*73·8*	*132*	*1,753*	*1,885*	*1,098*	*2,298*	*3,396*	Bombay, Baroda and Central India.
8,268	14,827	55·8	12,728	16,098	97,464	134,486	72·5	119	1,396	1,515	1,145	2,861	4,006	
3,450	*5,285*	*65·3*	*3,305*	*4,378*	*42,453*	*70,518*	*74·4*	*171*	*24,374*	*24,545*	*243*	*2,123*	*2,466*	Eastern Bengal.
3,924	5,996	65·4	3,087	3,974	53,601	73,674	72·8	179	20,690	20,869	222	2,154	2,376	
52,877	*75,325*	*70·2*	*3,013*	*4,382*	*447,303*	*676,605*	*66·1*	*2,731*	*39,861*	*42,592*	*1,740*	*18,111*	*19,851*	East Indian.
54,303	82,102	66·1	2,663	3,980	467,623	712,670	65 6	2,687	57,082	59,770	1,767	20,370	22,137	
48,277	*76,982*	*62·7*	*3,360*	*5,439*	*237,675*	*334,951*	*71·0*	*149*	*7,305*	*7,454*	*3,151*	*8,056*	*11,207*	Great Indian Peninsula.
51,451	82,485	62·4	3,803	5,985	245,619	351,185	69·9	161	6,449	6,610	3,261	8,569	11,830	
16,868	*21,678*	*77·8*	*1,795*	*2,156*	*88,735*	*124,762*	*71·1*	*404*	*1,534*	*1,938*	*329*	*3,038*	*3,367*	Madras and Southern Mahratta.
17,370	21,762	79·9	2,412	3,202	96,951	126,960	72·4	400	2,187	2,587	282	3,021	3,283	
141	*289*	*48·8*	*2,913*	*4,342*	*27,202*	*40,401*	*67·3*	*15*	*851*	*866*	*220*	*915*	*1,135*	Nizam's State.
120	279	42·9	2,915	4,409	27,321	40,372	67·7	31	859	890	208	916	1,124	
35,832	*49,085*	*73·0*	*20,159*	*26,544*	*232,334*	*388,126*	*72·7*	*554*	*10,354*	*10,908*	*3,656*	*9,186*	*12,842*	North Western.
34,405	46,567	73·9	20,446	27,724	276,190	374,404	73·8	569	8,455	9,024	2,642	8,863	11,505	
4,553	*5,963*	*76·3*	*1,328*	*1,627*	*24,043*	*30,310*	*79·2*	*20*	*2,065*	*2,085*	*276*	*1,433*	*1,709*	South Indian.
4,915	6,497	75·6	1,370	1,672	25,609	32,444	78·9	10	2,103	2,113	146	1,503	1,649	
250,146	*383,599*	*65·2*	*52,523*	*70,855*	*1,468,051*	*2,117,936*	*69·3*	*4,833*	*95,372*	*100,255*	*11,201*	*54,896*	*66,097*	Total 5' 6" Gauge.
260,486	405,220	64·3	52,509	71,856	1,521,620	2,203,143	69·1	4,937	107,043	111,980	9,978	58,974	68,952	
														3' 3¾" Gauge.
5,735	*8,543*	*67·1*	*24,783*	*34,320*	*44,203*	*64,499*	*66·5*	*161*	*3,668*	*3,849*	*Nil*	*1,409*	*1,409*	Assam Bengal.
4,893	7,051	69·5	24,898	33,874	44,138	63,038	70 6	120	3,671	3,791	Nil	1,232	1,232	
32,262	*43,989*	*73·3*	*2,379*	*3,477*	*34,627*	*113,131*	*74·8*	*137*	*18,288*	*18,425*	*7,688*	*3,487*	*11,175*	Bengal and North Western.
30,955	42,640	72·6	2,101	3,002	82,492	111,982	73·7	75	13,658	13,733	7,387	3,297	10,684	
41,916	*62,385*	*70·4*	*11,763*	*15,399*	*103,379*	*150,587*	*72·3*	*43*	*1,354*	*1,402*	*2,455*	*3,117*	*5,572*	Bombay, Baroda and Central India.
49,163	71,850	68·4	12,128	16,098	117,252	168,601	69·5	40	1,519	1,559	1,084	3,575	4,659	

19.—*Statement of Vehicle and Wagon Miles (in terms of four-wheelers) relating to trains hauled by Steam*

NOTE.—The figures in this statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3+4.)	MIXED TRAINS. (PASSENGER PROPORTION.) Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6+7.)	TOTAL PASSENGER AND PROPORTION OF MIXED Coaching Vehicles. (Cols. 3+6.)	Other Vehicles. (Cols. 4+7.)	Total. (Cols. 9+10.)	GOODS AND Goods. *Main Lines.* Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3⅜" GAUGE—*cncld.*													
Eastern Bengal	*1938-39*	*50,261*	*988*	*51,249*	*10,155*	*Nil*	*10,155*	*60,416*	*988*	*61,404*	*39,921*	*58,191*	*68·6*
	1939-40	49,881	1,092	50,973	12,133	Nil	12,133	62,014	1,092	63,106	40,666	58,649	69·3
Jodhpur	*1938-39*	*10,077*	*255*	*10,332*	*11,533*	*522*	*12,055*	*21,610*	*777*	*22,387*	*13,245*	*25,408*	*71·8*
	1939-40	10,069	273	10,342	11,385	542	11,927	21,454	815	22,269	22,186	32,762	67·7
Madras and Southern Mahratta.	*1938-39*	*45,282*	*474*	*48,756*	*8,078*	*137*	*8,215*	*56,360*	*611*	*56,971*	*44,603*	*60,802*	*73·4*
	1939-40	47,766	427	48,193	7,129	109	7,238	54,895	536	55,431	47,544	66,164	71·9
Mysore State	*1938-39*	*12,030*	*114*	*12,144*	*3,315*	..	*3,315*	*15,345*	*114*	*15,459*	..	..	..
	1939-40	14,828	129	14,957	2,216	44	2,260	17,044	173	17,217	..	..	..
Nizam's State	*1938-39*	*13,677*	*598*	*14,275*	*367*	*3*	*370*	*14,044*	*601*	*14,645*	*13,076*	*16,271*	*80·4*
	1939-40	13,307	593	13,900	363	3	366	13,670	596	14,266	13,351	17,301	77·2
Rohilkund and Kumaon	*1938-39*	*14,721*	*199*	*14,920*	*1,757*	*14*	*1,771*	*16,478*	*213*	*16,691*	*9,896*	*15,340*	*64·5*
	1939-40	14,006	175	14,181	1,794	15	1,809	15,800	190	15,990	9,129	14,599	62·5
South Indian	*1938-39*	*105,651*	*829*	*106,480*	*4,448*	*Nil*	*4,448*	*110,099*	*829*	*110,928*	*37,922*	*51,760*	*73·3*
	1939-40	95,738	1,089	96,827	2,710	*1*	2,711	98,448	1,090	99,538	42,189	57,408	73·5
Total 3' 3⅜" Gauge	*1938-39*	*409,343*	*9,804*	*419,147*	*113,512*	*4,521*	*118,033*	*522,855*	*14,325*	*537,180*	*280,594*	*387,863*	*72 3*
	1939-40	396,433	12,170	408,603	105,460	4,220	109,680	501,893	16,390	518,283	294,804	416,294	70 8
		Total			Total			Total			Total Main and Branch Lines.		
2' 6" & 2' 0" GAUGES.											Loaded.	Total.	Percentage loaded of Total.
Bengal-Nagpur	*1938-39*	*15,347*			*7,494*			*22,841*			*8,840*	*13,203*	*67·0*
	1939-40	14,858			7,388			22,246			8,990	14,054	64·0
Bombay, Baroda and Central India.	*1938-39*	*866*			*2,604*			*3,470*			*13*	*18*	*70·1*
	1939-40	676			2,648			3,324			26	51	49·6
Eastern Bengal	*1938-39*	*944*			*236*			*1,180*			*Nil*	*Nil*	*Nil*
	1939-40	950			227			1,177			Nil	Nil	Nil
Great Indian Peninsula	*1938-39*	*72*			*3,697*			*3,769*			*Nil*	*Nil*	*Nil*
	1939-40	44			3,581			3,625			Nil	Nil	Nil
Mysore State	*1938-39*	*260*			*975*			*1,235*			*60*	*122*	*49·2*
	1939-40	373			1,124			1,497			74	137	54·0
North Western	*1938-39*	*1,694*			*6,205*			*7,899*			*2,298*	*4,287*	*53·6*
	1939-40	1,695			6,110			7,805			2,448	4,611	53·1
South Indian	*1938-39*	*246*			*1,810*			*2 056*			*Nil*	*Nil*	*Nil*
	1939-40	1			1,731			1,732			10	16	60·3
Total 2' 6" & 2' 0" Gauges	*1938-39*	*19,429*			*23,021*			*42,450*			*11,211*	*17,650*	*63·6*
	1939-40	18,597			22,809			41,406			11,548	18,869	61·2
Total Class I Railways	*1938-39*	*1,416,676*			*252,147*			*1,668,823*			*1,827,179*	*2,618,124*	*69·8*
	1939-40	1,396,433			242,257			1,638,690			1,903,353	2 745,228	69·3

and Electric locomotives on Class I Railways for the years 1938-39 and 1939-40 (In thousands)—concld.

The Mileage of these services is shown in statements 32 and 33 respectively.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			Railway.
Goods.			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total. (Cols. 23+24)	Passenger and total mixed.	Goods.	Total. (Cols. 26+27.)	
Branch lines.														
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12+15+18.)	Total. (Cols. 13+16+19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														3' 3⅜" Gauge—*concld.*
1,875	*2,496*	*75·1*	*4,993*	*6,931*	*46,782*	*67,608*	*69·2*	*193*	*10,830*	*11,023*	*487*	*1,648*	*2,135*	Eastern Bengal.
2,039	2,675	76·2	5,401	7,541	48,106	68,865	69·9	194	16,885	17,079	447	1,727	2,174	
576	*981*	*58·7*	*9,468*	*12,923*	*28,289*	*39,312*	*72·0*	*32*	*2,603*	*2,635*	*1,241*	*651*	*1,892*	Jodhpur.
898	1,615	55·6	10,038	13,668	33,122	48,045	68·9	38	3,749	3 787	1,231	839	2,070	
11,130	*14,887*	*74·8*	*10,380*	*13,402*	*66,113*	*89,091*	*74·2*	*120*	*1,480*	*1,600*	*650*	*5,117*	*5,767*	Madras and Southern Mahratta.
11,947	16,184	73·8	9,037	12,193	68,528	94,541	72·5	247	1,980	2,227	593	5,781	6,374	
12,342	*15,004*	*82·3*	*2,336*	*2,807*	*14,678*	*17,811*	*82·4*	..	*20*	*20*	*2,553*	*1,273*	*3,826*	Mysore State.
14,868	18,382	80·9	891	1,187	15,759	19,569	80·5	..	65	65	2,598	1,502	4,100	
154	*234*	*66·2*	*340*	*455*	*13,570*	*16,960*	*80·0*	*36*	*1,126*	*1,162*	*339*	*981*	*1,320*	Nizam's State.
210	342	61·5	357	525	13,918	18,168	76·6	28	973	1,001	343	979	1,322	
1,653	*2,856*	*58·1*	*911*	*1,593*	*12,465*	*19,789*	*63 0*	*94*	*2,165*	*2,259*	*1,680*	*594*	*2,274*	Rohilkund and Kumaon.
1,438	2,391	60·1	879	1,539	11,446	18,549	61·7	69	1,597	1,666	1,588	549	2,137	
10,203	*14,172*	*72·0*	*2,816*	*3,518*	*50,941*	*69,450*	*73·3*	*29*	*8,507*	*8,536*	*220*	*3,725*	*3 945*	South Indian.
11,474	15,648	73·3	1,414	1,852	55,077	74,908	73·5	34	8,012	8,046	128	3,986	4,114	
119,851	*165,550*	*72·4*	*76,109*	*94,825*	*470,554*	*648,238*	*72·6*	*850*	*50,061*	*50,911*	*17,313*	*22,002*	*39,315*	Total 3' 3⅜" Gauge.
127,880	178,778	71·5	67,144	91,194	493,838	686,266	71·4	845	52,709	53,554	15,399	23,467	38,866	
									Total.			Total.		
														2' 6" & 2' 0" Gauges.
			5,246	*6,318*	*14,036*	*19,521*	*72·2*		*1,692*			*777*		Bengal-Nagpur.
			4,952	6,090	13,942	20,144	69·2		2,166			996		
			1,260	*1,918*	*1,273*	*1,936*	*65·7*		*223*			*318*		Bombay, Baroda and Central India.
			1,334	2,090	1,360	2,141	63·5		131			282		
			36	*44*	*36*	*44*	*81·7*		*67*			*69*		Eastern Bengal.
			34	41	34	41	82·1		30			57		
			2,098	*2,680*	*2,098*	*2,680*	*78·3*		*136*			*12*		Great Indian Peninsula.
			2,018	2,645	2,018	2,645	76·3		237			21		
			573	*794*	*633*	*916*	*69·1*		..			*409*		Mysore State.
			585	770	659	907	72·7		8			271		
			3,536	*5,141*	*5,834*	*9,428*	*61·9*		*275*			*1,293*		North Western.
			3,530	5,109	5,978	9,711	61·6		568			1,212		
			542	*729*	*542*	*729*	*74·3*		*34*			*Nil*		South Indian.
			545	762	555	778	71·3		21			6		
			13,291	*17,624*	*24,502*	*35,254*	*69·5*		*2,427*			*2,878*		Total 2' 6" and 2' 0" Gauges.
			12,098	17,498	24,546	36,367	67·5		3,161			2,745		
			135,928	*183,304*	*1,963,107*	*2,801,428*	*70·1*		*153,543*			*108,290*		Total Class I Railways.
			132,651	180,518	2,036,904	2,925,776	69·6		168,695			110,163		

20.—*Statement of speed of Goods Trains (excluding Departmental) hauled by Steam and Electric locomotives on Class I Railways for the years 1938-39 and 1939-40.*

NOTE:—The results in this statement are worked out by excluding the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	1938-39.	1939-40.	1938-39.	1939-40.	1938-39.	1939-40.	1938-39.	1939-40.	1938-39.	1939-40.	1938-39.	1939-40.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	14·8	14·8	12·2	12·3	13·5	13·6	12·1	12·4	11·0	11·0	11·6	11·8
Bombay, Baroda and Central India	12·3	12·3	10·2	10·5	11·9	12·0	11·3	11·5	9·99	10·4	11·1	11·3
Eastern Bengal	14·4	14·0	10·8	11·9	14·3	14·0	10·4	10·0	7·06	6·85	9·93	9·56
East Indian	10·8	10·8	7·31	8·24	10·5	10·6	9·07	9·80	7·10	7·42	9·12	9·29
Great Indian Peninsula (Steam)	17·1	17·1	14·0	14·0	15·8	15·8	13·9	14·0	12·2	12·1	13·3	13·3
Great Indian Peninsula (Electric)	21·4	21·6	Nil	Nil	21·4	21·6	17·1	17·4	Nil	Nil	17·1	17·4
Madras and Southern Mahratta	11·7	13·7	12·7	12·7	11·8	13·6	9·85	11·4	10·1	10·0	9·90	11·0
Nizam's State	12·9	13·3	12·3	13·7	12·9	13·3	11·4	11·6	12·0	13·6	11·4	11·6
North Western	14·5	14·7	Nil	Nil	14·5	14·7	10·9	11·0	10·3	10·5	10·8	10·9
South Indian	Nil	Nil	Nil	Nil	Nil	Nil	10·8	10·8	11·6	11·7	11·0	11·1
Average for 5′ 6″ gauge (Steam)	*	*	*	*	*	*	11·1	11·4	10·4	10·5	10·9	11·2
Average for 5′ 6″ gauge (Electric)	21·4	21·6	Nil	Nil	21·4	21·6	17·1	17·4	Nil	Nil	17·1	17·4
3′ 3¼″ GAUGE.												
Assam Bengal	14·7	15·4	11·1	11·5	12·9	13·6	13·1	12·7	10·7	10·6	12·0	11·8
Bengal and North Western	12·6	12·1	10·9	9·68	11·7	11·5	10·3	10·1	9·18	9·25	§ 9·70	9·71
Bombay, Baroda and Central India	11·8	11·4	12·3	11·9	12·0	11·6	10·9	11·8	10·2	10·6	10·5	10·7
Eastern Bengal	14·2	14·5	11·6	12·0	14·2	14·5	11·1	11·1	9·73	9·42	11·0	10·0
Jodhpur	14·7	14·2	11·8	12·3	13·9	13·6	9·58	9·35	10·2	11·1	9·63	9·52
Madras and Southern Mahratta	11·3	10·9	10·3	10·2	11·1	10·7	10·4	10·2	9·44	9·32	10·2	10·0
Mysore State	Nil	Nil	Nil	Nil	Nil	Nil	6·61	6·90	Nil	Nil	6·61	6·90
Nizam's State	13·7	14·3	10·0	11·0	13·7	14·2	11·1	11·3	9·27	9·51	11·0	11·2
Rohilkund and Kumaon	8·82	9·40	9·92	11·0	9·02	9·66	8·82	9·40	9·92	11·0	9·02	9·66
South Indian	Nil	Nil	Nil	Nil	Nil	Nil	11·7	11·7	10·1	10·8	11·2	11·4
Average for 3′ 3¼″ gauge	*	*	*	*	*	*	11·2	11·8	9·40	9·36	10·9	10·9

2′ 6″ AND 2′ 0″ GAUGES.	All Goods Trains.	
	1938-39.	1939-40.
Bengal Nagpur	9·62	9·32
Bombay, Baroda and Central India	9·05	6·43
Eastern Bengal	Nil	Nil
Great Indian Peninsula	Nil	Nil
Mysore State	2·36	1·86
North Western	8·23	8·41
South Indian	Nil	10·9
Average for 2′ 6″ and 2′ 0″ gauges	8·94	9·19

* Information not available.

§ Revised figure.

21.—*Statement of Shunting and Light Running on Class I Railways for the years 1938-39 and 1939-40.*

NOTE:—The figures in this statement are worked out by excluding the train mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Passenger and proportion of mixed. (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	1938-39.	1939-40.	1938-39.	1939-40.	1938-39.	1939-40.	1938-39.	1939-40.	1938-39.	1939-40.	1938-39.	1939-40.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal Nagpur	5·29	5·69	1·02	0·96	1·11	1·10	38·7	38·0	9·59	9·33	11·4	10 8
Bombay, Baroda and Central India	4·22	4·38	3·40	3·07	3·48	3·11	33·6	32·6	2·07	2·31	2·15	2·42
Eastern Bengal	6·81	6·85	0·63	0·70	0·69	0·70	56·3	54·9	4·56	5·12	6·35	6·12
East Indian	4·55	4·67	2·92	2·87	3·34	3·16	35·2	33·5	8·49	8·49	9·10	9 33
Great Indian Peninsula	3·30	3·33	1·33	1·59	2·58	2·84	30·2	29·7	3·43	4·11	4·46	5·81
Madras and Southern Mahratta	3 82	3·94	1·99	2·03	2·01	2·07	31·7	30·9	7·27	7·76	7·44	8 09
Nizam's State	6 35	6·65	1·93	2·28	2·05	2·56	26·3	26·4	9·55	10·6	9·71	11·3
North Western	6·64	6·89	1·21	1·20	1·67	1·50	23·2	27·4	5·43	4·80	6·40	5·65
South Indian	3·10	3·19	0·17	0·32	0·22	0·38	34·1	33·6	5·07	4·41	5·22	5·10
Average for 5' 6" gauge	4·96	5·12	1·75	1·77	2 18	2·14	33·9	33·0	6·69	6·69	7·56	7·70
3' 3½" GAUGE.												
Assam Bengal	5·54	5·79	1·61	1·59	1·79	1·69	24.6	27·4	3·23	4·57	4·85	5·22
Bengal and North Western	3·25	3·77	0·68	0·78	0·94	1·12	56·4	57·5	2·36	2·68	3·75	4·00
Bombay, Baroda and Central India	5·05	5·27	0·99	0·87	1·49	1·23	23·5	27·1	1·59	1·54	2·77	2 99
Eastern Bengal	7·71	7·50	0·48	0·43	0·55	0·45	46·3	45·8	1·01	1·24	2 07	2·38
Jodhpur	7·84	7·61	0·38	0·65	0·64	1·73	25·6	23·8	2·40	6·26	2·50	7 03
Madras and Southern Mahratta	3·35	3·09	0·85	0·69	0·93	0·72	24·4	22·9	4·72	5·73	5·98	6 84
Mysore State	12·4	11·4	0·19	0·32	0·47	0·75	27.3	25·2	1·25	0·74	2·15	1·35
Nizam's State	3·05	3·52	2·27	2·37	2·30	2·61	27·4	27·9	7·05	7·66	7·21	7 96
Rohilkund and Kumaon	3·50	3·29	1·38	1·36	2·27	2 00	51·9	52·6	1·29	1·36	1·81	1 92
South Indian	3·33	3·47	0·51	0·63	0·79	0·87	31·3	31·4	1·25	1·45	1·49	1·61
Average for 3' 3½" gauge	4·71	4 83	0·82	0·83	1·10	1·10	34 3	33·6	2·54	3·17	3·59	4·16

2' 6" AND 2' 0" GAUGES.	† Other engine miles per 100 train miles.	
Year.	1938-39.	1939-40.
Bengal Nagpur	24·0	25·8
Bombay, Baroda and Central India	12·0	12·6
Eastern Bengal	0·11	0·42
Great Indian Peninsula	7·24	6·27
Mysore State	12·5	12·3
North Western	19·5	20·7
South Indian	3·95	4·86
Average for 2' 6" and 2' 0" gauges	17·8	19·0

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.

22.—*Statement of Engine Usage on Class 12*

Railway.	Year.	Average number of Engines.				Actual number in good repair stored.		Average number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal Nagpur	*1938-39*	*743*	*644*	*141*	*503*	*4*	*Nil*	*83*	*8*	*229*
	1939-40	739	648	126	522	18	1	85	8	239
Bombay, Baroda and Central India.	*1938-39*	*373*	*358*	*77*	*281*	*6*	*1*	*62*	*26*	*72*
	1939-40	375	‖350	74	275	2	1	60	27	75
Eastern Bengal	*1938-39*	*313*	*294*	*50*	*242*	*14*	*1*	*102*	*13*	*46*
	1939-40	312	293	47	243	8	1	99	13	50
East Indian	*1938-39*	*1,529*	*1,500*	*244*	*1,314*	*43*	*Nil*	*316*	*43*	*466*
	1939-40	1,560	**1,575	247	1,328	2	Nil	304	43	484
Great Indian Peninsula. Steam	*1938-39*	**664*	**673*	*127*	*‡546*	*51*	*8*	*145*	*17*	*173*
	1939-40	*663	*658	109	*549	58	12	140	14	182
† Electric	*1938-39*	*66*	*66*	*10*	*56*	*9*	*Nil*	*21*	*Nil*	*16*
	1939-40	66	66	11	55	10	1	19	Nil	14
Madras and Southern Mahratta.	*1938-39*	*302*	*300*	*66*	*234*	*8*	*2*	*88*	*7*	*85*
	1939-40	299	302	69	233	16	2	87	8	81
Nizam's State	*1938-39*	*86*	*83*	*11*	*72*	*Nil*	*Nil*	*14*	*9*	*22*
	1939-40	85	83	12	71	Nil	Nil	14	9	23
North Western	*1938-39*	*1,186*	*1,181*	*249*	*932*	*57*	*11*	*206*	*102*	*262*
	1939-40	1,177	1,161	216	945	73	41	200	101	254
South Indian	*1938-39*	*152*	§154	*23*	*131*	*4*	*Nil*	*62*	*5*	*27*
	1939-40	152	§153	20	133	7	Nil	58	5	29
Total 5′ 6″ Gauge. Steam	*1938-39*	*5,347*	*5,247*	*988*	*4,255*	..	..	*1,083*	*239*	*1,373*
	1939-40	5,362	5,223	920	4,299	..	..	1,047	228	1,417
† Electric	*1938-39*	*66*	*66*	10	*56*	*9*	*Nil*	*21*	*Nil*	*16*
	1939-40	66	66	11	55	10	1	19	Nil	14
3′ 3⅜″ Gauge.										
Assam Bengal	*1938-39*	*204*	*204*	*19*	*185*	*3*	*Nil*	*5*	*92*	*29*
	1939-40	201	203	20	183	3	1	6	80	28
Bengal and North Western	*1938-39*	*364*	*397*	*24*	*373*	*20*	*1*	*122*	*24*	*84*
	1939-40	364	393	22	371	15	2	116	24	79
Bombay, Baroda and Central India.	*1938-39*	*490*	*464*	*79*	*385*	*41*	*24*	*105*	*38*	*91*
	1939-40	490	464	80	384	35	19	105	38	103

*This includes 8 engines used exclusively by Mechanical Department.
†Excluding Electric Multiple Unit Suburban Trains.
‡This includes 7 engines used exclusively by Mechanical Department.
§Includes one engine employed in workshop shunting.
‖Includes one Engine exclusively allotted to Dohad Workshops, one diesel Electric & 2 battery Locomotives.
**Includes engines taken on loan from other Railways.

Railways for the years 1938-39 and 1939-40.

USE DAILY ON—					ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	
Departmental service.	Shunting including siding.	Total	Spare.	Maximum number in use on any one day.	Per passenger engine.	Per mixed engine	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomotive day in use.		Railway.
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5′ 6″ GAUGE.
27	*82*	*425*	*77*	*470*	*193*	*129*	*118*	*130*	*86*	*17,364*	*28,622*	*11·7*	B. N.
28	84	444	70	481	199	143	120	133	92	19,115	30,135	12·0	
16	*44*	*229*	*57*	*245*	*166*	*112*	*87*	*106*	*65*	*12,309*	*23,410*	*7·39*	P., B. & C. I.
14	46	222	52	250	171	103	93	107	68	13,783	23,602	7·80	
15	*47*	*223*	*13*	*242*	*150*	*111*	*97*	*122*	*93*	*9,803*	*14,776*	*10·8*	E. B.
13	48	223	16	242	153	107	98	122	94	9,816	14,404	10·9	
75	*260*	*1,160*	*147*	*1,233*	*149*	*119*	*89*	*103*	*77*	*16,994*	*25,018*	*9·40*	E. I.
82	269	1,182	145	1,258	150	117	91	103	77	17,326	25,443	9·57	
‡*28*	*84*	‡*447*	*72*	*491*	*197*	*98*	*117*	*133*	*88*	¶*16,285*	¶*26,480*	*8·83*	Steam. G. I. P.
*27	83	*446	67	476	203	111	122	138	93	¶17,440	¶27,649	9·15	
1	*6*	*44*	*7*	*53*	*202*	*Nil*	*132*	*161*	*107*	¶*27,282*	¶*42,963*	*9·54*	Elec. †
1	6	40	8	48	230	Nil	167	186	113	¶29,664	¶52,313	9·93	
11	*30*	*221*	*9*	*237*	*136*	*113*	*98*	*110*	*82*	*15,946*	*23,429*	*10·8*	M. & S. M.
12	30	218	9	231	136	119	100	109	81	16,876	25,802	10·4	
6	*8*	*59*	*13*	*65*	*172*	*122*	*110*	*120*	*85*	*17,520*	*29,292*	*9·99*	N. S.
6	7	59	12	67	168	119	109	121	85	18,206	30,251	10·2	
29	*127*	*726*	*168*	*785*	*155*	*168*	*93*	*118*	*73*	*11,664*	*20,259*	*8·10*	N. W
26	123	704	180	763	157	172	92	119	72	11,464	20,093	7·83	
10	*7*	*111*	*29*	*121*	*147*	*108*	*95*	*123*	*88*	*10,847*	*18,961*	*9·06*	S. I.
8	7	107	23	117	141	116	93	119	83	10,851	18,516	8·82	
217	*689*	*3,592*	*576*	..	*160*	*138*	*99*	*115*	*79*	*15,444*	*24,172*		Steam. Total 5′ 6″ Gauge.
216	697	3,605	574	..	163	140	101	117	81	15,776	24,862		
1	*6*	*44*	*7*	*53*	*202*	*Nil*	*132*	*161*	*107*	*27,282*	*42,963*		Elec. †
1	6	40	8	48	230	Nil	167	186	113	29,664	52,313		
													3′ 3⅜″ GAUGE.
8	*26*	*160*	*24*	*171*	*160*	*118*	*111*	*111*	*87*	*6,626*	*9,150*	*9·15*	A. B.
7	28	149	31	163	201	116	109	110	81	6,224	9,131	8·79	
31	*43*	*304*	*69*	*344*	*128*	*91*	*105*	*108*	*87*	*8,695*	*12,710*	*9·13*	B. & N. W
30	42	291	74	327	130	84	109	108	84	7,877	12,653	8·86	
15	*45*	*294*	*58*	*331*	*119*	*101*	*98*	*100*	*64*	*7,566*	*13,113*	*7·43*	B., B. & C. I.
13	46	310	47	352	118	102	99	99	67	8,169	13,533	7·94	

¶ Locomotive days of Shunting engines are charged wholly to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

22.—*Statement of Engine Usage on Class I*

Railway.	Year.	Average number of engines.				Actual number in good repair stored.		Average Number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3′ 3¾″ Gauge—*concld.*										
Eastern Bengal	*1938-39*	*207*	*207*	*44*	*163*	*9*	*Nil*	*55*	*19*	*34*
	1939-40	207	207	35	171	10	4	53	22	35
Jodhpur	*1938-39*	*104*	*105*	*2*	*97*	*Nil*	*Nil*	*14*	*27*	*18*
	1939-40	103	103	9	94	Nil	Nil	15	27	19
Madras and Southern Mahratta.	*1938-39*	*304*	*320*	*50*	*266*	*20*	*10*	*75*	*32*	*89*
	1939-40	305	320	60	260	12	1	74	27	96
Mysore State	*1938-39*	*84*	*73*	*11*	*73*	*Nil*	*Nil*	*22*	*16*	*16*
	1939-40	78	71	15	71	Nil	Nill	29	8	21
Nizam's State	*1938-39*	*87*	*85*	*9*	*76*	*Nil*	*Nil*	*21*	*2*	*13*
	1939-40	87	83	9	74	Nil	Nil	21	2	12
Rohilkund and Kumaon	*1938-39*	*75*	*89*	*Nil*	*82*	*Nil*	*Nil*	*25*	*7*	*14*
	1939-40	75	89	Nil	82	Nil	Nil	25	7	14
South Indian	*1938-39*	*401*	*‡387*	*45*	*342*	*15*	*5*	*171*	*18*	*57*
	1939-40	401	‡398	49	350	29	11	169	12	64
Total 3′ 3¾″ Gauge	*1938-39*	*2,320*	*2,331*	*290*	*2,042*	..	..	*615*	*275*	*443*
	1939-40	2,311	2,331	299	2,040	..	..	613	247	471
2′ 6″ and 2′ 0″ Gauges.										
Bengal Nagpur	*1938-39*	*116*	*115*	*31*	*84*	*Nil*	*Nil*	*23*	*18*	*18*
	1939-40	116	112	27	85	Nil	Nil	23	14	19
Bombay, Baroda and Central India.	*1938-39*	*28*	*27*	*4*	*23*	*Nil*	*Nil*	*2*	*15*	*Nil*
	1939-40	28	27	5	22	Nil	Nil	2	15	Nil
Eastern Bengal	*1938-39*	*9*	*9*	*1*	*8*	*1*	*Nil*	*5*	*1*	*Nil*
	1939-40	9	9	2	7	Nil	Nil	5	1	Nil
Great Indian Peninsula	*1938-39*	*22*	*21*	*5*	*16*	*1*	*Nil*	*Nil*	*10*	*Nil*
	1939-40	22	21	5	16	2	Nil	Nil	11	Nil
Mysore State	*1938-39*	*16*	*13*	*3*	*13*	*Nil*	*Nil*	*2*	*4*	*Nil*
	1939-40	18	13	5	13	Nil	Nil	3	4	1
North Western	*1938-39*	*100*	*100*	*16*	*84*	*22*	*12*	*4*	*21*	*16*
	1939-40	100	100	15	85	24	13	4	20	16
South Indian	*1938-39*	*11*	*11*	*2*	*9*	*1*	*Nil*	*1*	*6*	..
	1939-40	11	11	1	10	2	Nil	Nil	6	..
Total 2′ 6″ and 2′ 0″ Gauges	*1938-39*	*302*	*296*	*62*	*237*	..	..	*37*	*70*	*34*
	1939-40	304	293	60	238	..	..	37	71	36

‡ Includes 2 Engines employed in workshop Shunting.

Railways for the years 1938-39 and 1939-40—concld.

USE DAILY ON—					ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.	Spare.	Maximum number in use on any one day.	Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3' 3½" GAUGE —concld.
10	*32*	*150*	*8*	*163*	*130*	*121*	*107*	*111*	*81*	*7,232*	*11,209*	*10·7*	E. B.
12	31	153	10	165	131	120	106	112	84	7,513	11,804	10·6	
5	*10*	*74*	*22*	*83*	*135*	*120*	*79*	*103*	*72*	*6,811*	*10,905*	*9·26*	Jodhpur.
5	10	76	18	89	132	121	102	106	82	8,624	12,537	10·8	
5	*31*	*232*	*21*	*250*	*136*	*90*	*89*	*100*	*74*	*6,137*	*8,812*	*8·75*	M. & S. M.
8	31	230	21	254	131	100	91	103	76	6,548	9,348	9·30	
1	*5*	*60*	*10*	*70*	*160*	*63*	*119*	*125*	*125*	*5,474*	*5,474*	*8·15*	Mysore State.
1	5	64	7	67	140	71	102	121	121	8,996	8,996	8·79	
4	*8*	*48*	*28*	*56*	*168*	*89*	*100*	*121*	*68*	*6,111*	*12,749*	*7·44*	N. S.
4	8	47	27	55	162	101	103	121	68	6,659	13,736	7·40	
3	*12*	*61*	*21*	*70*	*148*	*105*	*117*	*124*	*85*	*6,057*	*10,083*	*9·40*	R. & K.
2	13	61	21	70	145	97	113	120	82	5,876	9,495	9·07	
23	*15*	*284*	*49*	*299*	*124*	*85*	*94*	*109*	*80*	*5,948*	*10,434*	*8·51*	S. I.
18	15	278	53	303	119	77	92	107	75	6,239	10,903	8·15	
105	*227*	*1,667*	*310*	..	*130*	*105*	*99*	*110*	*76*	*7,019*	*10,795*		TOTAL 3' 3½" GAUGE.
105	229	1,665	309	..	129	106	100	107	78	7,467	11,410		
													2' 6" & 2' 0" GAUGES.
3	*10*	*67*	*17*	*79*	*102*	*127*	*85*	*100*	*59*	*2,293*	*4,264*	*9·45*	B. N.
3	11	70	15	79	101	122	86	99	62	2,431	4,308	9·67	
Nil	*Nil*	*17*	*6*	*20*	*123*	*73*	*Nil*	*79*	*52*	*1,922*	*1,922*	*8·04*	B., B. & C.I.
Nil	Nil	17	5	20	94	78	Nil	81	50	2,288	2,288	8·37	
Nil	*Nil*	*6*	*2*	*8*	*58*	*66*	*Nil*	*62*	*40*	*262*	*1,034*	*6·70*	E. B.
Nil	Nil	6	1	8	58	66	Nil	61	39	363	1,126	6·89	
Nil	*1*	*11*	*4*	*15*	*Nil*	*120*	*Nil*	*118*	*62*	*1,742*	*3,498*	*7·36*	G. I. P.
Nil	1	12	3	16	Nil	116	Nil	114	65	1,461	2,435	7·74	
Nil	*Nil*	*6*	*2*	*8*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*5·29*	Mysore State.
Nil	Nil	8	5	9	Nil	Nil	Nil	Nil	Nil	Nil	Nil	4·09	
1	*3*	*45*	*23*	*63*	*87*	*86*	*64*	*78*	*35*	*952*	*2,133*	*5·11*	N. W.
2	4	46	22	60	94	89	64	80	37	972	2,326	5·25	
..	*Nil*	*6*	*2*	*9*	*140*	*91*	*Nil*	*95*	*55*	*1,251*	*2,312*	*9·00*	S. I.
..	Nil	6	3	7	120	79	71	79	44	1,282	2,389	7·35	
4	*14*	*153*	*56*	..	*97*	*97*	*75*	*91*	*49*	*1,693*	*3,456*		TOTAL 2' 6" AND 2' 0" GAUGES.
5	16	165	54	..	94	97	76	90	50	1,737	3,511		

23.—*Statement of Loads of Trains of Class I Railways for the years 1938-39 and 1939-40.*

Note.— The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).											
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" Gauge.			Tons.							Tons.	Tons.	Tons.
Bengal Nagpur	*1938-39*	*15*	*401*	*28*	*40*	*71·1*	*25*	*43*	*59·1*	*393*	*887*	*779*
	1939-40	16	409	28	40	71·1	25	42	59·2	400	890	780
Bombay, Baroda and Central India.	*1938-39*	*18*	*413*	*39*	*52*	*75·0*	*25*	*42*	*59·5*	*384*	*941*	*848*
	1939-40	18	412	37	50	74·0	24	42	57·1	377	934	842
Eastern Bengal	*1938-39*	*14*	*338*	*35*	*46*	*75·1*	*26*	*39*	*65·3*	*283*	*777*	*681*
	1939-40	15	341	33	45	73·1	24	37	65·4	274	754	665
East Indian	*1938-39*	*16*	*383*	*35*	*53*	*65·6*	*23*	*33*	*70·1*	*461*	*1,039*	*934*
	1939-40	16	388	34	53	65·5	22	33	66·1	462	1,041	934
Great Indian Peninsula — Steam	*1938-39*	*15*	*405*	*34*	*47*	*72·8*	*23*	*36*	*62·7*	*351*	*883*	*768*
	1939-40	15	406	33	46	71·8	22	35	62·4	353	875	759
Great Indian Peninsula — Electric	*1938-39*	*19*	*506*	*40*	*51*	*79·8*	*Nil*	*Nil*	*Nil*	*427*	*1,069*	*929*
	1939-40	19	507	39	50	76·9	Nil	Nil	Nil	415	1,055	915
Madras and Southern Mahratta.	*1938-39*	*14*	*385*	*35*	*50*	*69·4*	*29*	*37*	*77·8*	*358*	*920*	*809*
	1939-40	14	384	38	53	70·8	29	36	79·9	386	966	848
Nizam's State	*1938-39*	*15*	*402*	*32*	*47*	*67·5*	*16*	*32*	*48·8*	*358*	*880*	*750*
	1939-40	15	407	32	47	68·1	16	37	42·9	371	893	764
North Western	*1938-39*	*17*	*381*	*36*	*50*	*72·4*	*24*	*33*	*73·0*	*304*	*789*	*693*
	1939-40	17	383	37	50	73·8	23	31	73·9	298	777	681
South Indian	*1938-39*	*11*	*278*	*32*	*40*	*79 9*	*23*	*30*	*76·3*	*286*	*749*	*654*
	1939-40	11	281	32	41	79·6	23	30	75·6	286	755	660
Average for 5' 6" gauge — Steam	*1938-39*	*15*	*382*	*34*	*49*	*69·9*	*24*	*37*	*65·2*	*380*	*917*	*806*
	1939-40	16	385	34	48	69·9	23	37	64·3	383	917	805
Average for 5' 6" gauge — Electric	*1938-39*	*19*	*506*	*40*	*51*	*79·8*	*Nil*	*Nil*	*Nil*	*427*	*1,069*	*929*
	1939-40	19	507	39	50	76·9	Nil	Nil	Nil	415	1,055	915
3' 3¾" Gauge.												
Assam Bengal	*1938-39*	*12*	*261*	*23*	*37*	*63 3*	*13*	*19*	*67·1*	*115*	*327*	*263*
	1939-40	14	274	24	37	64·0	14	20	69·5	123	341	282
Bengal and North Western.	*1938-39*	*15*	*201*	*35*	*45*	*77·8*	*23*	*31*	*76·1*	*198*	*431*	*579*
	1939 40	15	212	35	48	72·9	23	32	71·8	105	435	384
Bombay, Baroda and Central India.	*1938-39*	*17*	*233*	*35*	*47*	*74 5*	*29*	*41*	*70·7*	*190*	*418*	*395*
	1939-40	17	232	33	47	70·2	28	41	68·3	191	453	400

23.—*Statement of Loads of Trains of Class I Railways for the years 1938-39 and 1939-40*—concld.

Note.—The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3¾″ Gauge—*concld.*			Tons.							Tons.	Tons.	Tons.
Eastern Bengal	*1938-39*	*20*	*274*	*33*	*43*	*68·6*	*21*	*28*	*75·1*	*170*	*478*	*418*
	1939-40	21	276	33	48	69·3	23	31	76·2	175	482	423
Jodhpur	*1938-39*	*15*	*290*	*41*	*56*	*73·2*	*13*	*22*	*59·1*	*159*	*392*	*340*
	1939-40	15	250	39	58	67·2	13	24	54·2	169	415	365
Madras and Southern Mahratta	*1938-39*	*14*	*209*	*24*	*32*	*73·4*	*17*	*23*	*74·8*	*136*	*372*	*309*
	1939-40	14	207	23	32	71·9	17	23	73·8	141	376	313
Mysore State	*1938-39*	*10*	*194*	*19*	*23*	*83 2*	*Nil*	*Nil*	*Nil*	*13*	*341*	*267*
	1939-40	11	199	20	24	80·5	Nil	Nil	Nil	128	363	291
Nizam's State	*1938-39*	*11*	*182*	*31*	*38*	*80·4*	*14*	*21*	*66·2*	*203*	*497*	*425*
	1939-40	12	186	31	41	77·2	17	23	61·5	207	515	439
Rohilkund & Kumaon	*1938-39*	*11*	*159*	*22*	*34*	*64·7*	*14*	*24*	*58·3*	*150*	*346*	*302*
	1939-40	11	159	20	32	62·5	14	23	60·9	151	342	298
South Indian	*1938-39*	*14*	*183*	*32*	*44*	*73·3*	*22*	*30*	*72·0*	*157*	*435*	*379*
	1939-40	14	178	32	44	73·5	22	30	73·3	165	455	393
Average for 3′ 3¾″ gauge	*1938-39*	*15*	*213*	*29*	*40*	*72·3*	*25*	*35*	*72·4*	*161*	*409*	*350*
	1939-40	14	213	28	40	70·8	26	36	71·5	166	420	360
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur	*1938-39*									*66*	*212*	*165*
	1939-40									66	211	164
Bombay, Baroda and Central India	*1938-39*									*41*	*114*	*87*
	1939-40									39	113	87
Eastern Bengal	*1938-39*									*16*	*59*	*47*
	1939-40									17	60	48
Great Indian Peninsula	*1938-39*									*35*	*135*	*87*
	1939-40									28	125	77
Mysore State	*1938-39*									*40*	*134*	*93*
	1939-40									57	139	98
North Western	*1938-39*									*39*	*146*	*101*
	1939-40									40	149	104
South Indian	*1938-39*									*27*	*109*	*72*
	1939-40									33	120	83
Average for 2′ 6″ and 2′ 0″ gauges	*1938-39*									*49*	*169*	*124*
	1939-40									50	170	124

24.—*Statement of vehicles and wagons—number of and their usage on Class I Railways for the years 1938-39 and 1939-40.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units). Passenger carriages.	Other coaching vehicles.	Average number on line. Passenger Carriages. In units.	In terms of 4-wheelers.	Other Coaching Vehicles. In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned. In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS). Coal and coke.	Heavy merchandise.	Light merchandise.	AVERAGE WAGON LOAD DURING THE RUN (IN TONS) (IN TERMS OF 4-WHEELERS). All Traffic.	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5' 6" GAUGE.																		
Bengal Nagpur	*1938-39*	*802*	*385*	*749*	*1,470*	*217*	*305*	*146*	*22,813*	*22,820*	*24,460*	*22,026*	*20·7*	*13·1*	*12·2*	*14·6*	*40·2*	*391*
	1939-40	798	405	786	1,547	236	328	140	22,793	22,779	24,432	22,779	20·8	13·3	12·2	15·0	42·5	426
Bombay, Baroda and Central India.	*1938-39*	*580*	*294*	*594*	*1,154*	*212*	*240*	*117*	*9,309*	*9,420*	*9,678*	*8,829*	*23·6*	*13·7*	*9·15*	*11·7*	*39·0*	*337*
	1939-40	579	294	600	1,174	217	239	113	9,868	9,554	9,814	8,711	20·2	13·2	9·54	11·7	41·8	358
Eastern Bengal	*1938-39*	*795*	*401*	*735*	*1,432*	*320*	*342*	*118*	*7,948*	*8,223*	*8,387*	*8,005*	*19·6*	*12·9*	*8·09*	*9·24*	*24·0*	*160*
	1939-40	800	405	712	1,386	332	358	124	7,948	8,342	8,506	8,330	20·2	13·2	8·83	9·29	24·0	163
East Indian	*1938-39*	*2,100*	*837*	*2,475*	*4,635*	*638*	*812*	*142*	*49,168*	*48,791*	*49,228*	*(a) 48,967*	*20·6*	*14·0*	*7·27*	*14·3*	*(a) 37·4*	*(a) 339*
	1939-40	2,077	833	2,460	4,608	623	785	136	50,119	49,240	49,693	49,884	20·6	14·2	7·25	14·5	38·7	372
Great Indian Peninsula.	*1938-39*	*1,107*	*711*	*1,055*	*2,193*	*499*	*600*	*167*	*16,907*	*17,233*	*18,589*	*16,208*	*17·3*	*15·1*	*13·0*	*11·7*	*56·2*	*463*
	1939-40	1,067	692	1,067	2,156	494	593	173	16,873	17,412	18,775	17,242	20·4	15·2	13·2	12·2	55·1	473
Madras and Southern Mahratta.	*1938-39*	*622*	*288*	*591*	*1,101*	*215*	*226*	*119*	*5,802*	*6,144*	*6,234*	*6,657*	*20·7*	*12·1*	*6·15*	*11·1*	*50·4*	*401*
	1939-40	577	291	550	1,055	217	231	118	5,797	5,868	5,953	6,039	20·1	12·2	6·39	11·4	56·7	474
Nizam's State	*1938-39*	*123*	*47*	*113*	*201*	*30*	*33*	*175*	*2,079*	*†2,003*	*†2,003*	*2,069*	*20·1*	*16·6*	*9·90*	*13·6*	*53·3*	*403*
	1939-40	124	47	113	204	31	34	172	2,088	†2,005	†2,005	2,618	20·3	16·9	8·94	13·4	54·4	407
North Western	*1938-39*	*2,306*	*1,314*	*2,223*	*4,312*	*890*	*967*	*130*	*28,362*	*28,216*	*29,183*	*27,629*	*20·1*	*13·2*	*7·29*	*9·95*	*37·7*	*279*
	1939-40	2,240	1,294	2,173	4,246	863	932	131	28,294	28,322	29,287	26,927	20·0	13·1	7·38	9·80	37·1	275
South Indian	*1938-39*	*324*	*122*	*322*	*653*	*123*	*132*	*126*	*2,296*	*2,293*	*2,319*	*2,229*	*20·4*	*15·2*	*9·00*	*10·2*	*37·1*	*302*
	1939-40	324	119	321	651	120	129	116	2,298	2,302	2,314	2,167	20·0	15·5	9·29	10·1	40·7	356
Total 5' 6" Gauge and average.	*1938-39*	*8,759*	*4,399*	*8,887*	*17,151*	*3,144*	*3,667*	*137*	*145,274*	*145,148*	*150,072*	*142,619*				*12·5*	*40·2*	*351*
	1939-40	8,586	4,380	8,782	17,027	3,133	3,629	136	146,078	145,830	150,779	144,088				12·7	41·3	367
3'—3⅜" GAUGE.																		
Assam Bengal	*1938-39*	*619*	*256*	*610*	*1,187*	*139*	*152*	*112*	*5,151*	*5,266*	*5,813*	*5,571*	*10·4*	*7·80*	*5·57*	*6·52*	*31·3*	*142*
	1939-40	618	259	618	1,202	146	159	103	5,107	5,160	5,718	5,373	10·7	8·06	5·54	6·44	31·7	144
Bengal and North Western.	*1938-39*	*1,207*	*310*	*1,271*	*1,843*	*67*	*69*	*132*	*11,146*	*12,069*	*12,216*	*12,227*	*10·5*	*8·86*	*5·62*	*7·10*	*24·7*	*135*
	1939-40	1,190	315	1,270	1,849	66	68	123	11,230	12,375	12,522	12,234	10·3	8·30	4·62	6·94	24·1	128
Bombay, Baroda & Central India.	*1938-39*	*1,415*	*278*	*1,214*	*2,213*	*189*	*229*	*92*	*8,761*	*8,674*	*10,151*	*10,070*	*9·18*	*8·79*	*6·04*	*6·44*	*40·6*	*191*
	1939-40	1,415	278	1,221	2,232	186	226	91	8,805	8,725	10,141	9,758	9·10	7·90	6·14	6·72	46·6	224

*Does not include locomotive multiple unit suburban service stock.
†Excludes 20 covered wagons used as coaching vehicles.
(a) Exclude uneconomical types of wagons ear-marked either for scrapping or reconditioning into open wagons.

24.-§*Statement of vehicles and wagons—number of and their usage on Class I Railways for the years 1938-39 and 1939-40*—concld.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units).		Average number on line.				Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned.		Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers).			Average wagon load per train (in tons) (in terms of 4-wheelers).	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
				Passenger Carriages.		Other Coaching Vehicles.				In units.	In terms of 4-wheelers.		Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.		
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers	In units.	In terms of 4-wheelers.											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
3' 3⅜" Gauge—*concld.*																		
Eastern Bengal	*1938-39*	*703*	*413*	*662*	*1,235*	*312*	*320*	*103*	*5,029*	*5,418*	*7,180*	*6,907*	*9·32*	*7·89*	*6·73*	*5·77*	*26·6*	*107*
	1939-40	711	413	676	1,287	310	318	104	5,029	5,363	7,123	6,696	9·40	8·07	6·88	5·98	27·8	117
Jodhpur	*1938-39*	*274*	*90*	*270*	*466*	*28*	*35*	*113*	*2,647*	*2,541*	*2,764*	*2,863*	*8·80*	*7·57*	*4·29*	*5·71*	*35·9*	*155*
	1939-40	279	93	274	474	30	37	115	2,632	2,630	2,836	2,837	10·2	8·05	4·30	6·00	43·8	190
Madras and Southern Mahratta.	*1938-39*	*760*	*185*	*709*	*1,223*	*155*	*166*	*109*	*6,425*	*6,580*	*6,935*	*6,756*	*11·7*	*8·36*	*4·65*	*6·46*	*35·5*	*173*
	1939-40	743	176	683	1,198	146	152	105	6,408	6,544	6,925	6,788	11·0	8·52	4·32	6·95	37·4	192
Mysore State	*1938-39*	*246*	*77*	*313*	*358*	*81*	*84*	*90*	*1,534*	*1,534*	*1,612*	*1,698*	*10·4*	*9·01*	*5·39*	*6·01*	*28·7*	*142*
	1939-40	240	88	244	436	88	98	102	1,526	1,526	1,537	1,461	10·5	8·88	5·42	6·60	32·0	170
Nizam's State	*1938-39*	*144*	*41*	*125*	*197*	*16*	*16*	*181*	*1,271*	*††1,266*	*††1,272*	*1,213*	*9·99*	*9·20*	*5·69*	*7·03*	*38·0*	*215*
	1939-40	143	43	130	210	16	16	165	1,279	†1,270	†1,276	1,225	10·0	8·67	5·22	7·07	40·3	220
Rohilkund & Kumaon.	*1938-39*	*241*	*91*	*225*	*339*	*36*	*37*	*120*	*2,707*	*2,841*	*2,881*	*2,603*	*10·8*	*11·0*	*7·91*	*9·88*	*20·5*	*107*
	1939-40	241	91	225	339	36	37	115	2,709	2,841	2,881	2,574	10·8	11·5	9·60	10·7	19·3	106
South Indian	*1938-39*	*1,227*	*183*	*1,267*	*2,531*	*141*	*228*	*109*	*5,160*	*5,159*	*7,284*	*6,616*	*10·2*	*8·16*	*5·07*	*5·68*	*28·2*	*129*
	1939-40	1,227	188	1,269	2,537	138	222	97	5,158	5,162	7,287	6,706	10·4	8·38	5·14	5·77	29·7	128
Total 3' 3⅜" Gauge and Average.	*1938-39*	*6,841*	*1,929*	*6,666*	*11,655*	*1,164*	*1,336*	*110*	*49,831*	*51,248*	*58,108*	*56,529*				*6·43*	*30·9*	*147*
	1939-40	6,807	1,944	6,606	11,764	1,162	1,333	105	49,883	51,596	58,246	55,742				6·59	32·9	158
2' 6" & 2' 0" Gauges																		
Bengal Nagpur	*1938-39*	*359*	*57*	*309*	*715*	*23*	*46*	*89*	*1,950*	*1,950*	*3,860*	*3,717*				*3·42*	*14·3*	*36*
	1939-40	389	57	348	693	23	46	89	1,950	1,950	3,860	3,706				3·71	14·7	38
Bombay, Baroda and Central India.	*1938-39*	*73*	*1*	*71*	*142*	*1*	*2*	*	*327*	*316*	*528*	*524*				*4·41*	*9·91*	*29*
	1939-40	75	1	72	143	1	2	*	327	321	537	536				4·31	10·7	30
Eastern Bengal	*1938-39*	*47*	*Nil*	*57*	*79*	*Nil*	*Nil*	*41*	*25*	*20*	*20*	*17*				*1·82*	*6·92*	*10*
	1939-40	47	Nil	56	78	Nil	Nil	41	25	21	21	20				1·95	5·66	9
Great Indian Peninsula.	*1938-39*	*45*	*3*	*43*	*91*	*2*	*2*	*111*	*201*	*201*	*397*	*397*				*3·04*	*18·5*	*44*
	1939-40	48	4	48	91	2	2	107	201	201	397	397				2·65	18·2	37
Mysore State	*1938-39*	*32*	*3*	*33*	*46*	*2*	*2*	*	*146*	*146*	*191*	*				*Nil*	*Nil*	*Nil*
	1939-40	32	3	32	64	3	4	*	147	147	192	86				Nil	Nil	Nil
North Western	*1938-39*	*283*	*73*	*282*	*553*	*58*	*100*	*32*	*760*	*762*	*1,366*	*1,240*				*3·87*	*20·3*	*50*
	1939-40	282	73	279	548	60	102	31	759	759	1,365	1,243				3·99	20·9	52
South Indian	*1938-39*	*34*	*1*	*34*	*68*	*Nil*	*Nil*	*53*	*78*	*78*	*156*	*156*				*2·51*	*12·7*	*21*
	1939-40	34	1	34	68	Nil	Nil	70	78	78	156	156				2·94	13·6	29
Total 2' 6" & 2' 0" Gauges and Average.	*1938-39*	*906*	*138*	*875*	*1,594*	*86*	*152*	*61*	*3,487*	*3,470*	*6,518*	*6,051*				*3·44*	*15·4*	*38*
	1939-40	907	139	869	1,685	89	156	60	3,487	3,477	6,528	6,144				3·60	15·8	40

*Information not available.

†Excludes 3 open wagons, high sided, completed to goods brake-vans.

††Excludes 6 open wagons high sided, coupled to goods brake-vans and 2 open wagons low sided temporarily used as water tanks.

§ Does not include electric multiple unit Suburban Service Stock.

25.—*Statement of Density of Traffic on Class I Railways for the years 1938-39 and 1939-40.*

Railway.	Year.	Passenger miles per annum (Including Departmental).		Net ton miles per annum (Including Departmental).		Gross ton miles per annum (Including Departmental & weight of engine).		Train miles per running track mile per day (Including Departmental).
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5' 6" Gauge.								
Bengal Nagpur .	*1938-39*	*314,104*	*346,675*	*1,125,765*	*1,247,339*	*3,506,872*	*3,886,927*	*14·3*
	1939-40	318,279	351,212	1,264,188	1,404,165	3,795,454	4,217,148	15·1
Bombay, Baroda and Central India.	*1938-39*	*781,041*	*952,920*	*693,578*	*863,136*	*2,934,163*	*3,679,329*	*15·6*
	1939-40	792,940	967,426	735,228	908,418	3,033,437	3,679,300	15·9
Eastern Bengal .	*1938-39*	*696,752*	*862,870*	*512,627*	*634,439*	*3,317,550*	*4,105,878*	*19·5*
	1939-40	713,218	883,281	525,108	649,809	3,316,561	4,104,741	19·5
East Indian .	*1938-39*	*654,048*	*821,119*	*1,173,741*	*1,465,609*	*4,015,804*	*5,008,104*	*16·6*
	1939-40	638,056	801,607	1,252,740	1,565,530	4,195,595	5,236,755	17·9
Great Indian Peninsula.	*1938-39*	*445,799*	*558,666*	*647,606*	*810,162*	*2,905,265*	*3,640,320*	*14·7*
	1939-40	454,854	570,407	699,028	875,091	3,020,473	3,787,808	14 2
Madras and Southern Mahratta.	*1938-39*	*531,639*	*558,907*	*810,250*	*851,772*	*3,452,628*	*3,661,100*	*16·1*
	1939-40	518,223	544,804	866,128	910,514	3,555,388	3,737,590	16·0
Nizam's State .	*1938-39*	*266,182*	*266,182*	*516,759*	*516,759*	*1,895,680*	*1,895,680*	*8·19*
	1939-40	256,222	256,222	535,821	535,821	1,924,341	1,924,341	8·16
North Western .	*1938-39*	*409,267*	*467,128*	*407,556*	*465,174*	*1,904,016*	*2,173,196*	*9·69*
	1939-40	403,353	460,329	390,465	445,666	1,862,569	2,125,890	9·55
South Indian .	*1938-39*	*498,625*	*498,625*	*382,450*	*382,450*	*2,270,214*	*2,270,214*	*18·1*
	1939-40	442,191	442,191	402,351	402,351	2,224,048	2,224,048	16·0
Total 5' 6" gauge .	*1938-39*	*502,008*	*589,454*	*749,287*	*879,807*	*2,936,756*	*3,448,318*	*13·4*
	1939-40	498,054	584,915	793,883	932,338	3,072,510	3,608,363	14·0
3' 3½" Gauge								
Assam Bengal .	*1938-39*	*304,918*	*305,491*	*228,570*	*229,000*	*1,170,875*	*1,173,076*	*10·9*
	1939-40	327,958	328,574	225,540	225,964	1,113,931	1,116,025	9·90
Bengal and North Western.	*1938-39*	*549,928*	*552,443*	*294,646*	*295,893*	*1,231,757*	*1,237,389*	*11·9*
	1939-40	535,145	537,958	283,899	285,301	1,201,269	1,207,584	11·4
Bombay, Baroda and Central India.	*1938-39*	*513,179*	*513,594*	*345,364*	*345,836*	*1,396,710*	*1,398,617*	*11 8*
	1939-40	487,721	488,490	383,762	384,287	1,407,224	1,409,208	12·3

25.—*Statement of Density of Traffic on Class I Railways for the years 1938-39 and 1939-40*—concld.

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		Gross ton miles per annum. (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Eastern Bengal .	*1938-39* .	*435,517*	*438,480*	*271,337*	*273,183*	*1,578,369*	*1,589,109*	*12·4*
	1939-40 .	480,048	483,316	292,461	294,452	1,671,052	1,682,429	12·9
Jodhpur . . .	*1938-39* .	*191,348*	*191,348*	*164,080*	*164,080*	*681,529*	*681,529*	*5·88*
	1939-40 .	185,601	185,601	198,446	198,446	763,698	763,698	6·18
Madras and Southern Mahratta.	*1938-39* .	*218,701*	*218,840*	*236,085*	*236,235*	*1,121,085*	*1,121,794*	*11·0*
	1939-40 .	229,183	229,329	263,797	263,964	1,171,509	1,172,251	11·3
Mysore State .	*1938-39*	*325,607*	*325,607*	*147,680*	*147,680*	*922,557*	*922,557*	*10·3*
	1939-40	354,578	354,578	173,908	173,908	1,016,654	1,016,654	10·9
Nizam's State . .	*1938-39* .	*274,566*	*281,349*	*141,585*	*145,341*	*706,672*	*725,417*	*7·31*
	1939-40 .	277,434	284,793	147,171	151,075	714,238	733,184	6·96
Rohilkund and Kumaon.	*1938-39* .	*316,619*	*317,263*	*184,926*	*185,302*	*847,760*	*849,486*	*10·8*
	1939-40 .	338,213	338,901	180,521	180,889	816,547	818,209	10·4
South Indian . .	*1938-39* .	*559,037*	*570,384*	*171,581*	*175,068*	*1,310,379*	*1,336,977*	*16·8*
	1939-40 .	493,358	503,372	187,844	191,657	1,278,583	1,304,536	15·9
Total 3′ 3⅜″ Gauge .	*1938-39* .	*403,145*	*405,572*	*240,572*	*242,021*	*1,174,483*	*1,181,553*	*11·4*
	1939-40 .	396,706	399,136	256,336	257,906	1,204,329	1,211,706	11·4
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur . .	*1938-39* .	*89,663*	*89,663*	*55,792*	*55,792*	*389,410*	*389,410*	*5·77*
	1939-40 .	91,439	91,439	60,451	60,451	397,950	397,950	5·91
Bombay, Baroda and Central India.	*1938-39* .	*157,006*	*157,006*	*28,245*	*28,245*	*190,616*	*190,616*	*5·53*
	1939-40 .	149,129	149,129	27,838	27,838	188,205	188,205	5·31
Eastern Bengal . .	*1938-39* .	*189,494*	*189,494*	*4,447*	*4,447*	*214,218*	*214,218*	*9·86*
	1939-40 .	169,967	169,967	2,840	2,840	205,332	205,332	9·43
Great Indian Peninsula.	*1938-39* .	*81,522*	*81,522*	*27,439*	*27,439*	*239,002*	*239,002*	*5·06*
	1939-40 .	84,485	84,485	24,473	24,473	242,897	242,897	5·34
North Western . .	*1938-39* .	*50,985*	*50,985*	*35,059*	*35,059*	*234,392*	*234,392*	*4·41*
	1939-40 .	48,942	48,942	37,332	37,332	237,645	237,645	4·46
Mysore State . .	*1938-39* .	*123,382*	*123,382*	*19,177*	*19,177*	*208,719*	*208,719*	*5·28*
	1939-40 .	125,700	125,700	19,800	19,800	209,394	209,394	5·18
South Indian . .	*1938-39* .	*130,056*	*130,056*	*14,959*	*14,959*	*198,963*	*198,963*	*5·90*
	1939-40 .	80,001	80,001	17,428	17,428	172,229	172,229	4·67
Total 2′ 6″ and 2′ 0″ Gauges.	*1938-39* .	*89,310*	*89,310*	*39,521*	*39,521*	*289,028*	*289,028*	*5·31*
	1939-40 .	86,876	86,876	41,856	41,856	293,249	293,249	5·35
Total Class I Railways	*1938-39* .	*445,917*	*491,823*	*542,359*	*598,198*	*2,209,002*	*2,436,434*	*12·3*
	1939-40 .	441,232	486,726	575,090	634,385	2,302,545	2,539,953	12·7

26(a).—*Statement of Repairs of Rolling Stock pertainmg to Steam and Electric*

Note 1—The figures in this statement have been arrived at by excluding the

NOTE 2.—The term 'in units' occuring in certain columns of this Statement, indicates that the figures in theses columns have been arrived at

Railway.	Year.	ENGINES.				COACHING STOCK.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1938-39*	*33*	*5·10*	*109*	*16·9*	*61*	*29*	*8·20*	*11·1*
	1939-40	29	4·52	97	14·9	90	42	11·5	15·7
Bombay, Baroda and Central India	*1938-39*	*28*	*7·68*	*49*	*13·7*	*71*	*22*	*11·9*	*10·3*
	1939-40	20	5·47	54	15·4	72	23	12·0	10·6
Eastern Bengal	*1938-39*	*18*	*6·06*	*32*	*10·9*	*95*	*35*	*12·9*	*10·9*
	1939-40	18	6·23	29	9·95	75	20	10·5	6·12
East Indian	*1938-39*	*80*	*5·13*	*164*	*10·5*	*156*	*19*	*6·30*	*2·98*
	1939-40	77	4·89	170	10·8	161	31	6·54	4 ·98
Great Indian Peninsula—Steam	*1938-39*	*27*	*3·91*	*100*	*15·0*	*75*	*31*	*6·91*	*6·21*
	1939-40	22	3·38	87	13·4	63	35	5·90	7·08
Great Indian Peninsula—Electric	*1938-39*	*3*	*4·55*	*7*	*10·6*				
	1939-40	3	4·55	8	12·1				
Madras and Southern Mahratta	*1938-39*	*25*	*8·33*	*41*	*13·7*	*49*	*14*	*8·29*	*6·51*
	1939-40	28	9·27	41	13·6	43	17	7·82	7·83
Nizam's State	*1938-39*	*5*	*6·02*	*6*	*7·23*	*8*	*1*	*7·08*	*3·33*
	1939-40	6	7·23	6	7·23	7	2	6·19	6·45
North Western	*1938-39*	*94*	*7·98*	*155*	*13 1*	*181*	*35*	*8·14*	*9·55*
	1939-40	80	6·88	136	11·7	141	47	6·49	5·45
South Indian	*1938-39*	*9*	*5·84*	*14*	*9·09*	*15*	*4*	*4·66*	*3·25*
	1939-40	9	5·88	11	7·39	14	11	4·36	9·17
Total 5′ 6″ gauge—Steam	*1938-39*	*319*	*6·08*	*670*	*12·8*	*711*	*240*	*8·00*	*7·63*
	1939-40	289	5·53	631	12·1	666	228	7·58	7·28
Total 5′ 6″ gauge—Electric	*1938-39*	*3*	*4·55*	*7*	*10·6*				
	1939-40	3	4·55	8	12·1				
3′ 3½″ GAUGE.									
Assam-Bengal	*1938-39*	*9*	*4·43*	*10*	*4·93*	*48*	*15*	*7·87*	*4·32*
	1939-40	8	3·96	12	5·94	40	18	6·47	6·85
Bengal and North-Western	*1938-39*	*7*	*1·85*	*17*	*4·50*	*82*	*1*	*6·45*	*1·49*
	1939-40	6	1·60	16	4·27	121	5	9·53	7·58
Bombay, Baroda and Central India	*1938-39*	*20*	*4·26*	*59*	*12·7*	*64*	*8*	*5·27*	*4·23*
	1939-40	19	4·01	61	13·2	45	4	3·68	2·15

Locomotive Services of Class I Railways for the years 1938-39 and 1939-40.

stock relating to Electric Multiple Unit Services and to all Rail Cars.

by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Coaching Stock.				Goods Stock.				Hot Boxes Average Number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 Vehicle miles.	Number.	Per 1,000,000 Wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												5′ 6″ Gauge.
38	*27*	*5·00*	*7·83*	*194*	*0·88*	*1,120*	*5·08*	*1*	*1·33*	*335*	*11·7*	Bengal-Nagpur.
29	30	3·71	8·71	197	0·86	1,157	5·08	2	2·11	437	14·0	
5	*2*	*0·84*	*0·87*	*166*	*1·90*	*385*	*4·37*	*1*	*1·68*	*53*	*4·34*	Bombay, Baroda and Central India.
5	2	0·83	1·04	123	1·41	379	4·36	1	1·63	51	4·40	
5	*2*	*0·61*	*0·54*	*60*	*0·75*	*626*	*7·81*	*1*	*1·74*	*73*	*9·08*	Eastern Bengal.
5	3	0·64	0·78	52	0·62	663	7·95	3	4·24	100	12·4	
43	*6*	*1·74*	*0·94*	*326*	*0·67*	*2,526*	*5·16*	*15*	*6·23*	*631*	*10·3*	East Indian.
67	16	2·72	2·57	360	0·72	2,339	4·69	14	6·10	724	11·0	
35	*22*	*3·25*	*4·39*	*108*	*0·67*	*564*	*3·48*	*3*	*2·20*	*226*	*7·72*	Great Indian Peninsula. — Steam.
31	17	2·86	3·52	118	0·68	642	3·72	5	3·08	280	9·19	Great Indian Peninsula. — Electric.
7	*2*	*1·22*	*0·76*	*63*	*0·94*	*177*	*2·66*	*5*	*9·76*	*36*	*3·26*	Madras and Southern Mahratta.
6	2	1·02	0·74	59	0·98	345	5·71	4	8·80	45	4·11	
3	..	*3·08*	(a) *0·93*	*15*	*0·72*	*64*	*3·09*	*3*	*23·9*	*19*	*5·48*	Nizam's State.
3	1	2·79	2·48	14	0·69	85	4·21	1	9·54	20	5·65	
68	*18*	*3·05*	*2·06*	*392*	*1·42*	*1,308*	*4·73*	*10*	*4·44*	*196*	*5·78*	North Western.
47	14	2·14	1·60	202	0·75	1,428	5·30	10	4·75	192	5·89	
5	*2*	*1·42*	*1·62*	*10*	*0·45*	*73*	*3·27*	*1*	*4·34*	*7*	*2·51*	South Indian.
6	4	1·79	3·21	7	0·32	61	2·82	..	(a)1·18	11	3·66	
209	*81*	*2·35*	*2·58*	*1,334*	*0·94*	*6,843*	*4·80*	*40*		*1,576*		Total 5′ 6″ Gauge. — Steam.
199	89	2·27	2·84	1,132	0·79	7,099	4·93	40		1,860		Total 5′ 6″ Gauge. — Electric.
												3′ 3¾″ Gauge.
2	*1*	*0·39*	*0·43*	*59*	*1·06*	*70*	*1·25*	*14*	*29·0*	*25*	*4·00*	Assam-Bengal.
2	..	0·30	(a) 0·34	69	1·28	55	1·02	5	11·0	15	3·00	
2	*Nil*	*0·16*	*Nil*	*36*	*0·70*	*153*	*1·25*	*4*	*4·75*	*14*	*1·25*	Bengal and North Western.
2	Nil	0·16	Nil	117	0·96	154	1·26	16	20·6	73	6·79	
23	*3*	*1·90*	*1·37*	*71*	*0·71*	*289*	*2·87*	*57*	*74·5*	*260*	*20·1*	Bombay, Baroda and Central India.
51	3	4·17	1·51	73	0·75	309	3·17	65	85·7	368	25·4	

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

26 (a).—*Statement of Repairs of Rolling Stock pertaining to Steam and Electric*

Note 1—The figures in this statement have been arrived at by excluding the

NOTE 2.—The term 'in units' occuring in certain columns of this Statement, indicates that the figures in these columns have

Railway.	Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	In sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3′ 3¾″ Gauge—*concld.*									
Eastern Bengal	*1938-39*	*8*	*3·69*	*36*	*17·3*	*55*	*23*	*8·33*	*7·39*
	1939-40	7	3·33	28	13·8	53	19	7·80	6·02
Jodhpur	*1938-39*	*3*	*2·86*	*6*	*5·71*	*20*	*2*	*7·41*	*7·14*
	1939-40	3	2·91	6	5·83	16	2	5·84	6·67
Madras and Southern Mahratta	*1938-39*	*19*	*5·94*	*31*	*9·69*	*54*	*11*	*7·61*	*7·10*
	1939-40	27	8·44	33	10·3	62	10	8·77	6·85
Mysore State	*1938-39*	*10*	*13·7*	*3*	*4·11*	*15*	*9*	*4·79*	*11·1*
	1939-40	11	12·8	6	6·60	16	5	6·66	5·68
Nizam's State	*1938-39*	*5*	*5·88*	*4*	*4·71*	*6*	*1*	*4·80*	*6·25*
	1939-40	5	6·02	4	4·82	7	1	5·38	6·25
Rohilkund and Kumaon	*1938-39*	*3*	*3·09*	*4*	*4·31*	*6*	*2*	*2·62*	*6·31*
	1939-40	3	3·57	4	4·29	7	2	3·04	4·94
South Indian—Steam	*1938-39*	*14*	*3·66*	*31*	*8·04*	*46*	*5*	*3·63*	*3·55*
	1939-40	17	4·31	31	7·92	63	7	4·96	5·07
South Indian—Electric	*1938-39*	..	*(a)10·3*	*Nil*	*Nil*				
	1939-40	..	(a)11·0	Nil	Nil				
Total 3′ 3¾″ Gauge—Steam	*1938-39*	*98*	*4·20*	*201*	*8·62*	*396*	*77*	*5·94*	*6·62*
	1939-40	106	4·55	201	8·62	430	73	6·51	6·28
Total 3′ 3¾″ Gauge—Electric	*1938-39*	..	*(a)10·3*	*Nil*	*Nil*				
	1939-40	..	(a)11·0	Nil	Nil				
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	*1938-39*	*17*	*14·9*	*14*	*12·3*	*18*	*1*	*5·03*	*4·92*
	1939-40	13	11·8	14	12·7	21	2	5·89	7·31
Bombay, Baroda and Central India	*1938-39*	*1*	*2·78*	*3*	*12·0*	*1*	*Nil*	*1·88*	*Nil*
	1939-40	1	4·94	4	14·8	2	Nil	2·44	Nil
Eastern Bengal	*1938-39*	..	*(a)1·67*	*1*	*12·4*	*1*	*Nil*	*1·49*	*Nil*
	1939-40	1	6·56	1	10·2	3	Nil	4·81	Nil
Great Indian Peninsula	*1938-39*	*1*	*4·76*	*4*	*19·0*	*3*	*Nil*	*6·25*	*Nil*
	1939-40	1	4·76	4	19·0	2	Nil	4·17	Nil
Mysore State	*1938-39*	*1*	*7·69*	*1*	*7·69*	*1*	..	*4·35*	..
	1939-40	2	11·0	2	12·5	2	..	6·25	..
North Western	*1938-39*	*5*	*4·65*	*11*	*10·9*	*16*	*5*	*5·67*	*3·62*
	1939-40	4	3·63	11	11·3	9	2	3·23	3·33
South Indian	*1938-39*	*1*	*4·55*	*2*	*14·5*	*Nil*	*Nil*	*Nil*	*Nil*
	1939-40	..	(a)2·27	1	10·7	Nil	Nil	Nil	Nil
Total 2′ 6″ and 2′ 0″ Gauges	*1938-39*	*26*	*3·78*	*36*	*12·2*	*40*	*6*	*4·57*	*6·99*
	1939-40	22	7·51	37	12·6	39	4	4·49	4·49
TOTAL CLASS I RAILWAYS—Steam	*1938-39*	*443*	*5·63*	*907*	*10·2*	*1,147*	*323*	*6·98*	*7·35*
	1939-40	417	5·31	869	11·1	1,135	305	6·98	6·96
TOTAL CLASS I RAILWAYS—Electric	*1938-39*	*3*	*4·55*	*7*	*10·6*				
	1939-40	3	4·55	8	12·1				

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

Locomotive Services of ***Class I Railways*** *for the years 1938-39 and 1939-40*—concld.

stock relating to Electric Multiple Unit Services and to all Rail Cars.

been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Coaching Stock.				Goods Stock.				Hot Boxes. Average number (Monthly).				
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						Railway.
Passenger carriages.	Other Coaching Vehicles. #	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												3′ 3¾″ Gauge—*concld.*
6	*3*	*0·98*	*1·03*	*39*	*0·57*	*416*	*6·03*	*4*	*7·09*	*6*	*0·85*	Eastern Bengal.
8	4	1·14	1·21	39	0·57	655	9·78	7	12·9	8	1·14	
1	..	*0·36*	*(a) 0·29*	*23*	*0·80*	*12*	*0·42*	*1*	*5·00*	*12*	*3·00*	Jodhpur.
1	..	0·43	(a) 1·17	63	2·20	19	0·66	2	11·0	26	6·00	
6	*1*	*0·88*	*0·67*	*34*	*0·50*	*137*	*2·03*	*13*	*27·1*	*41*	*5·14*	Madras and Southern Mahratta.
6	1	0·81	0·68	40	0·59	123	1·81	7	14·3	39	4·62	
Nil	*Nil*	*Nil*	*Nil*	*46*	*2·71*	*Nil*	*Nil*	..	..	2	..	Mysore State.
4	Nil	8·50	Nil	64	4·20	5	0·30	1	0·04	3	0·11	
5	*1*	*3·69*	*3·88*	*9*	*0·74*	*29*	*2·39*	*2*	*17·3*	*10*	*6·14*	Nizam's State.
4	..	2·97	(a)1·88	9	0·73	25	2·04	1	4·10	10	5·87	
Nil	*Nil*	*Nil*	*Nil*	*12*	*0·46*	*19*	*0·73*	*25*	*13·6*	*85*	*3·77*	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	11	0·43	23	0·89	50	28·4	91	4·39	
22	*3*	*1·70*	*1·78*	*32*	*0·48*	*123*	*1·86*	..	*(a)0·27*	*4*	*0·61*	Steam
22	2	1·69	1·74	44	0·65	109	1·61	..	(a)0·40	4	0·55	South Indian.
												Electric
67	*12*	*1·01*	*1·03*	*411*	*0·73*	*1,248*	*2·21*	*120*		*459*		Steam
100	10	1·51	0·86	529	0·95	1,477	2·65	154		636		Total 3′ 3¾″ Gauge.
												Electric
												2′ 6″ and 2′ 0″ Gauges.
11	*3*	*2·94*	*9·00*	*19*	*0·52*	*214*	*5·75*	..	*(a)0.43*	*2*	*0·96*	Bengal-Nagpur.
13	5	3·76	13·9	20	0·55	204	5·51	Nil	Nil	2	1·09	
5	*Nil*	*6·92*	*Nil*	*1*	*0·05*	*14*	*2·73*	*Nil*	*Nil*	*Nil*	*Nil*	Bombay, Baroda and Central India.
4	Nil	6·04	Nil	1	0·02	17	3·28	Nil	Nil	Nil	Nil	
1	*Nil*	*1·70*	*Nil*	..	*(a) 0·17*	*1*	*3·99*	*Nil*	*Nil*	*Nil*	*Nil*	Eastern Bengal.
Nil	Nil	(a)0·07	Nil	..	(a) 0·05	..	(a)1·92	Nil	Nil	Nil	Nil	
1	..	*2·69*	*(a)0·50*	*9*	*2·27*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Great Indian Peninsula.
2	Nil	3·54	Nil	1	0·25	Nil	Nil	Nil	Nil	Nil	Nil	
2	*3*	*8·70*	*1·50*	*9*	*8·32*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Mysore State.
Nil	Nil	Nil	Nil	9	4·69	5	2·73	Nil	Nil	Nil	Nil	
4	*2*	*1·28*	*2·76*	*9*	*0·73*	*32*	*2·58*	..	*(a)3·39*	*1*	*0·90*	North Western.
3	1	1·20	1·65	7	0·56	33	2·65	..	(a)3·48	1	0·94	
1	*Nil*	*4·35*	*Nil*	*Nil*	*Nil*	*2*	*1·28*	*Nil*	*Nil*	*Nil*	*Nil*	South Indian.
2	4	Nil	Nil	Nil	Nil	1	0·71	Nil	Nil	Nil	Nil	
25	*8*	*2·86*	*9·30*	*47*	*0·78*	*263*	*4·35*	..		*3*		Total 2′ 6″ and 2′ 0″ Gauges.
24	10	2·76	11·2	38	0·62	260	4·23	..		3		
301	*101*	*1·83*	*2·30*	*1,792*	*0·87*	*8,354*	*4·07*	*160*		*2,038*		Steam
323	109	1·99	2·49	1,699	0·82	8,836	4·29	194		2,499		Total Class I Railways
												Electric

26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
1	2	3	4
5′ 6″ GAUGE.	As.	As.	As.
Bengal Nagpur	1·72	0·91	2·63
Bombay, Baroda & Central India	1·74	1·25	2·99
Eastern Bengal	1·83	0·78	2·61
East Indian	1·67	1·12	2·79
Great Indian Peninsula	1·62	0·96	2·58
Madras and Southern Mahratta	2·45	1·36	3·81
Nizam's State	1·46	0·80	2·26
North Western	1·70	1·34	3·04
South Indian	1·36	0·88	2·24
Averages			2·80
3′ 3⅜″ GAUGE.			
Assam Bengal	1·56	1·17	2·73
Bengal and North Western	0·98	1·45	2·43
Bombay, Baroda & Central India	2·68	2·10	4·78
Eastern Bengal	1·87	1·03	2·90
Jodhpur	1·23	1·57	2·80
Madras and Southern Mahratta	1·88	1·35	3·23
Mysore State	1·21	0·72	1·94
Nizam's State	1·98	0·94	2·92
Rohilkund and Kumaon	1·18	1·40	2·58
South Indian	1·91	1·18	3·09
Averages			3·16

* Cost per equated engine mile = cost per engine mile × $\frac{20{,}000}{\text{Average Tractive Effort per engine.}}$

Class I Railways for the year 1939-40.

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			Railway.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5' 6" GAUGE.
675·8	148·6	824·4	157·6	61·6	219·2	Bengal Nagpur.
854·0	129·8	983·8	95·7	36·4	132·1	Bombay, Baroda & Central India.
515·2	70·2	585·4	84·7	28·7	113·4	Eastern Bengal.
468·8	58·1	526·9	62·8	43·7	106·5	East Indian.
550·5	129·0	679·5	73·9	47·4	121·3	Great Indian Peninsula.
404·6	59·2	463·8	108·0	25·8	133·8	Madras and Southern Mahratta.
538·4	76·5	614·9	54·9	25·6	80·5	Nizam's State.
527·9	65·5	593·4	81·5	37·7	119·2	North-Western.
210·3	32·3	242·6	31·9	47·2	27·2	South Indian.
		614·2			129·9	Averages.
						3' 3⅜" GAUGE.
298·4	33·0	331·4	46·3	9·88	56·2	Assam Bengal.
154·3	79·9	234·2	21·2	23·3	44·5	Bengal and North-Western.
390·2	88·9	479·1	71·2	27·3	98·5	Bombay, Baroda & Central India.
392·7	40·7	433·4	50·6	22·2	72·8	Eastern Bengal.
337·3	28·2	365·5	37·9	10·4	48·3	Jodhpur.
272·4	25·9	298·3	38·0	12·2	50·2	Madras and Southern Mahratta.
313·5	23·4	336·9	50·1	7·58	57·7	Mysore State.
386·4	65·8	452·2	47·4	16·1	63·5	Nizam's State
179·2	35·8	215·0	21·5	8·91	30·4	Rohilkund and Kumaon.
145·7	21·0	166·7	28·3	3·95	32·3	South Indian.
		319·2			57·7	Averages.

27 (a).—*Statement of coal consumed on* **Class I Railways**

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines.	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1938-39*	*Nil*	*909,139*	*Nil*	*Nil*	*909,139*	*Nil*	*109,905*
	1939-40	Nil	988,960	Nil	Nil	988,960	Nil	113,472
Bombay, Baroda and Central India.	*1938-39*	*Nil*	*321,035*	*3,173*	*52*	*322,398*	*Nil*	*18,245*
	1939-40	Nil	328,215	2,902	38	329,445	Nil	20,722
Eastern Bengal	*1938-39*	*Nil*	*316,297*	*Nil*	*Nil*	*316,297*	*Nil*	*44,102*
	1939-40	Nil	323,886	Nil	Nil	323,886	Nil	42,611
East Indian	*1938-39*	*Nil*	*1,646,670*	*468*	*Nil*	*1,646,857*	*Nil*	*184,281*
	1939-40	Nil	1,697,091	440	Nil	1,697,267	Nil	188,054
Great Indian Peninsula	*1938-39*	*Nil*	*915,832*	*290*	*Nil*	*915,948*	*Nil*	*104,202*
	1939-40	Nil	996,169	312	Nil	996,294	Nil	97,640
Madras and Southern Mahratta	*1938-39*	*Nil*	*342,096*	*3*	*199*	*342,460*	*Nil*	*15,461*
	1939-40	Nil	340,845	5	197	341,205	Nil	15,172
Nizam's State	*1938-39*	*Nil*	*100,235*	*159*	*Nil*	*100,399*	*Nil*	*3,628*
	1939-40	Nil	101,172	149	Nil	101,232	Nil	4,527
North Western	*1938-39*	*Nil*	*1,035,829*	*Nil*	*42,943*	*1,113,907*	*Nil*	*94,055*
	1939-40	Nil	981,704	Nil	40,020	1,054,468	Nil	66,311
South Indian	*1938-39*	*Nil*	*118,165*	*230*	*Nil*	*118,257*	*Nil*	*1,663*
	1939-40	Nil	111,458	202	Nil	111,539	Nil	1,616
Total 5′ 6″ Gauge	*1938-39*	*Nil*	*5,705,398*	*4,323*	*43,194*	*5,785,662*	*Nil*	*575,542*
	1939-40	Nil	5,869,500	4,010	40,255	5,944,296	Nil	550,125
3′ 3½″ Gauge.								
Assam Bengal	*1938-39*	*Nil*	*126,979*	*Nil*	*Nil*	*126,979*	*Nil*	*9,525*
	1939-40	Nil	125,497	Nil	Nil	125,497	Nil	8,639
Bengal and North Western	*1938-39*	*Nil*	*210,563*	*Nil*	*Nil*	*210,563*	*Nil*	*58,676*
	1939-40	Nil	204,151	Nil	Nil	204,151	Nil	59,727
Bombay, Baroda and Central India.	*1938-39*	*Nil*	*272,410*	*3,198*	*Nil*	*273,689*	*Nil*	*19,988*
	1939-40	Nil	287,716	3,282	Nil	289,029	Nil	20,222
Eastern Bengal	*1938-39*	*Nil*	*143,321*	*Nil*	*Nil*	*143,321*	*Nil*	*19,738*
	1939-40	Nil	146,265	Nil	Nil	146,265	Nil	20,245

* 2½ tons of wood =
0·55 ton of oil fuel =

during the years 1938-39 and 1939-40.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								5′ 6″ GAUGE.
Nil	*Nil.*	*109,905*	*Nil*	*1,019,044*	*Nil*	*Nil*	*1,019,044*	Bengal Nagpur.
Nil	Nil	113,472	Nil	1,102,432	Nil	Nil	1,102,432	
985	*Nil*	*18,639*	*Nil*	*339,230*	*4,158*	*52*	*341,037*	Bombay, Baroda and Central India.
773	Nil	21,031	Nil	348,937	3,675	38	350,476	
Nil	*Nil*	*44,102*	*Nil*	*360,399*	*Nil*	*Nil*	*360,399*	Eastern Bengal.
Nil	Nil	42,611	Nil	366,497	Nil	Nil	366,497	
1,363	*975*	*186,599*	*Nil*	*1,830,951*	*1,831*	*975*	*1,833,456*	East Indian.
1,678	926	190,409	Nil	1,885,145	2,118	926	1,887,676	
Nil	*Nil*	*104,202*	*Nil*	*1,020,034*	*290*	*Nil*	*1,020,150*	Great Indian Peninsula.
Nil	Nil	97,640	Nil	1,093,809	312	Nil	1,093,934	
14	*569*	*16,501*	*Nil*	*357,557*	*17*	*768*	*358,961*	Madras and Southern Mahratta.
8	390	15,884	*Nil*	356,017	13	587	357,089	
23	*Nil*	*3,637*	*Nil*	*103,963*	*182*	*Nil*	*104,036*	Nizam's State.
21	Nil	4,535	Nil	105,699	170	Nil	105,767	
Nil	*6,506*	*105,884*	*Nil*	*1,129,884*	*Nil*	*49,449*	*1,219,791*	North Western.
Nil	5,286	75,922	Nil	1,048,015	Nil	45,306	1,130,390	
Nil	*Nil*	*1,663*	*Nil*	*119,828*	*230*	*Nil*	*119,920*	South Indian.
Nil	Nil	1,616	Nil	113,074	202	Nil	113,155	
2,385	*8,050*	*591,132*	*Nil*	*6,280,940*	*6,708*	*51,244*	*6,376,794*	Total 5′ 6″ Gauge.
2,480	6,602	563,120	Nil	6,419,625	6,490	46,357	6,507,416	
								3′ 3⅜″ GAUGE.
Nil	*440*	*10,325*	*Nil*	*136,504*	*Nil*	*440*	*137,304*	Assam Bengal.
Nil	506	9,559	Nil	134,136	Nil	506	135,056	
Nil	*Nil*	*58,676*	*Nil*	*269,239*	*Nil*	*Nil*	*269,239*	Bengal and North Western.
Nil	Nil	59,727	Nil	263,878	Nil	Nil	263,878	
205	*Nil*	*20,070*	*Nil*	*292,393*	*3,403*	*Nil*	*293,759*	Bombay, Baroda and Central India.
515	261	20,903	Nil	307,938	3,797	261	309,932	
Nil	*Nil*	*19,738*	*Nil*	*163,059*	*Nil*	*Nil*	*163,059*	Eastern Bengal.
Nil	Nil	20,245	Nil	166,510	Nil	Nil	166,510	

1 ton of coal.
1 ton of coal.
H52RB

27 (a).—*Statement of coal consumed on Class I Railways*

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3′ 3½″ Gauge—*concld.*								
Jodhpur	*1938-39*	*Nil*	*59,295*	*249*	*Nil*	*59,395*	*Nil*	*3,843*
	1939-40	Nil	71,394	266	Nil	71,500	Nil	3,836
Madras and Southern Mahratta	*1938-39*	*Nil*	*193,011*	*Nil*	*7*	*193,024*	*Nil*	*8,920*
	1939-40	Nil	200,967	Nil	6	200,978	Nil	9,790
Mysore State	*1938-39*	*Nil*	*64,163*	*Nil*	*Nil*	*64,193*	*Nil*	*1,236*
	1939-40	Nil	70,235	Nil	Nil	70,235	Nil	1,244
Nizam's State	*1938-39*	*Nil*	*54,430*	*119*	*Nil*	*54,478*	*Nil*	*2,470*
	1939-40	Nil	53,207	101	Nil	53,247	Nil	2,794
Rohilkund and Kumaon	*1938-39*	*Nil*	*53,721*	*Nil*	*Nil*	*53,721*	*Nil*	*4,910*
	1939-40	Nil	47,404	Nil	Nil	47,404	Nil	7,000
South Indian	*1938-39*	*Nil*	*185,261*	*396*	*Nil*	*185,420*	*Nil*	*11,422*
	1939-40	Nil	182,849	395	Nil	183,007	Nil	10,408
Total 3′ 3½″ Gauge	*1938-39*	*Nil*	*1,363,154*	*3,962*	*7*	*1,364,753*	*Nil*	*140,778*
	1939-40	Nil	1,389,685	4,044	6	1,391,313	Nil	143,905
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1938-39*	*Nil*	*75,014*	*Nil*	*Nil*	*75,014*	*Nil*	*9,796*
	1939-40	Nil	78,083	Nil	Nil	78,083	Nil	9,512
Bombay, Baroda and Central India.	*1938-39*	*Nil*	*9,170*	*145*	*Nil*	*9,228*	*Nil*	*9*
	1939-40	Nil	9,216	138	Nil	9,271	Nil	13
Eastern Bengal	*1938-39*	*Nil*	*2,007*	*Nil*	*Nil*	*2,007*	*Nil*	*27*
	1939-40	Nil	1,951	Nil	Nil	1,951	Nil	33
Great Indian Peninsula	*1938-39*	*Nil*	*13,220*	*Nil*	*18*	*13,253*	*Nil*	*432*
	1939-40	Nil	14,754	Nil	8	14,768	Nil	409
Mysore State	*1938-39*	*Nil*	*4,066*	*Nil*	*Nil*	*4,066*	*Nil*	*Nil*
	1939-40	Nil	3,957	Nil	Nil	3,957	Nil	Nil
North-Western	*1938-39*	*Nil*	*35,301*	*Nil*	*Nil*	*35,301*	*Nil*	*3,632*
	1939-40	Nil	35,445	Nil	8	35,460	Nil	2,561
South Indian	*1938-39*	*Nil*	*3,090*	*11*	*Nil*	*3,094*	*Nil*	*24*
	1939-40	Nil	2,672	11	Nil	2,676	Nil	26
Total 2′ 6″ & 2′ 0″ Gauges	*1938-39*	*Nil*	*141,868*	*156*	*18*	*141,963*	*Nil*	*13,920*
	1939-40	Nil	146,078	149	16	146,166	Nil	12,554
Total Class I Railways	*1938-39*	*Nil*	*7,210,420*	*8,441*	*43,219*	*7,292,378*	*Nil*	*730,240*
	1939-40	Nil	7,405,263	8,203	40,277	7,481,775	Nil	706,584

* 2½ tons of wood = 0·55 ton of oil fuel =

during the years 1938-39 and 1939-40—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								3' 3⅜" GAUGE—*concld.*
Nil	*Nil*	*3,843*	*Nil*	*63,138*	*249*	*Nil*	*63,238*	Jodhpur.
Nil	Nil	3,836	Nil	75,230	266	Nil	75,336	
Nil	*862*	*10,487*	*Nil*	*201,931*	*Nil*	*869*	*203,511*	Madras and Southern Mahratta.
Nil	819	11,279	Nil	210,757	Nil	825	212,257	
Nil	*Nil*	*1,286*	*Nil*	*65,449*	*Nil*	*Nil*	*65,449*	Mysore State.
Nil	Nil	1,244	Nil	71,479	Nil	Nil	71,479	
11	*Nil*	*2,474*	*Nil*	*56,900*	*130*	*Nil*	*56,952*	Nizam's State.
14	Nil	2,800	Nil	56,001	115	Nil	56,047	
Nil	*Nil*	*4,910*	*Nil*	*58,631*	*Nil*	*Nil*	*58,631*	Rohilkund and Kumaon.
Nil	Nil	7,000	Nil	54,404	Nil	Nil	54,404	
Nil	*2,312*	*15,625*	*Nil*	*196,683*	*396*	*2,312*	*201,045*	South Indian.
Nil	2,298	14,586	Nil	193,257	395	2,298	197,593	
216	*3,614*	*147,434*	*Nil*	*1,503,932*	*4,178*	*3,621*	*1,512,187*	Total 3' 3⅜" Gauge.
529	3,884	151,179	Nil	1,533,590	4,573	3,890	1,542,492	
								2' 6" AND 2' 0" GAUGES.
Nil	*Nil*	*9,796*	*Nil*	*84,810*	*Nil*	*Nil*	*84,810*	Bengal Nagpur.
Nil	Nil	9,512	Nil	87,595	Nil	Nil	87,595	
Nil	*Nil*	*9*	*Nil*	*9,179*	*145*	*Nil*	*9,237*	Bombay, Baroda and Central India.
1	Nil	13	Nil	9,229	139	Nil	9,284	
Nil	*Nil*	*27*	*Nil*	*2,034*	*Nil*	*Nil*	*2,034*	Eastern Bengal.
Nil	Nil	33	Nil	1,984	Nil	Nil	1,984	
Nil	*Nil*	*432*	*Nil*	*13,652*	*Nil*	*18*	*13,685*	Great Indian Peninsula.
Nil	Nil	409	Nil	15,163	Nil	8	15,177	
Nil	*Nil*	*Nil*	*Nil*	*4,066*	*Nil*	*Nil*	*4,066*	Mysore State.
Nil	Nil	Nil	Nil	3,957	Nil	Nil	3,957	
Nil	*Nil*	*3,632*	*Nil*	*38,933*	*Nil*	*Nil*	*38,933*	North Western.
Nil	Nil	2,561	Nil	38,006	Nil	Nil	38,021	
Nil	*Nil*	*24*	*Nil*	*3,114*	*11*	*Nil*	*3,118*	South Indian.
Nil	Nil	26	Nil	2,698	11	Nil	2,702	
Nil	*Nil*	*13,920*	*Nil*	*155,783*	*156*	*18*	*155,883*	Total 2' 6" & 2' 0" Gauges.
1	Nil	12,554	Nil	158,632	150	16	158,720	
2,601	*11,664*	*752,486*	*Nil*	*7,940,660*	*11,042*	*54,883*	*8,044,864*	TOTAL CLASS I RAILWAYS.
3,010	10,486	726,853	Nil	8,111,847	11,213	50,763	8,208,628	

1 ton of coal.
1 ton of coal.

27 (a).—Statement of coal consumed on ***Class I Railways*** *during the years 1938-39 and 1939-40* —contd.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs	Rs.
5′ 6″ Gauge.									
Bengal Nagpur	*1938-39*	*Nil*	*3·09*	*Nil*	*Nil*	*Nil*	*5·68*	*Nil*	*Nil*
	1939-40	Nil	3·20	Nil	Nil	Nil	5·82	Nil	Nil
Bombay, Baroda and Central India	*1938-39*	*Nil*	*3·26*	*3·70*	*55·6*	*Nil*	*13·5*	*5·15*	*56·6*
	1939-40	Nil	2·81	3·68	57·0	Nil	13·5	4·87	57·0
Eastern Bengal	*1938-39*	*Nil*	*3·23*	*Nil*	*Nil*	*Nil*	*8·51*	*Nil*	*Nil*
	1939-40	Nil	2·99	Nil	Nil	Nil	6·77	Nil	Nil
East Indian	*1938-39*	*Nil*	*3·42*	*9·25*	*74·8*	*Nil*	*6·93*	*9·29*	*75·2*
	1939-40	Nil	3·05	9·59	81·8	Nil	6·80	9·62	82·1
Great Indian Peninsula	*1938-39*	*Nil*	*4·46*	*5·75*	*Nil*	*Nil*	*9·51*	*5·75*	*Nil*
	1939-40	Nil	4·44	4·05	Nil	Nil	8·57	4·05	Nil
Madras and Southern Mahratta	*1938-39*	*Nil*	*3·96*	*Nil*	*65·7*	*Nil*	*12·5*	*Nil*	*67·0*
	1939-40	Nil	4·25	Nil	90·5	Nil	12·3	*Nil*	92·0
Nizam's State	*1938-39*	*Nil*	*4·25*	*6·00*	*Nil*	*Nil*	*5·88*	*6·35*	*Nil*
	1939-40	Nil	4·23	6·00	Nil	Nil	5·90	6·40	Nil
North Western	*1938-39*	*Nil*	*3·86*	*Nil*	*17·3*	*Nil*	*16·0*	*Nil*	*23·8*
	1939-40	Nil	3·94	Nil	17·3	Nil	16·1	Nil	24·2
South Indian	*1938-39*	*Nil*	*4·72*	*2·20*	*Nil*	*Nil*	*19·1*	*2·20*	*Nil*
	1939-40	Nil	4·91	2·05	Nil	Nil	20·8	2·05	Nil
3′ 3¾″ Gauge.									
Assam Bengal	*1938-39*	*Nil*	*7·47*	*Nil*	*38·5*	*Nil*	*14·0*	*Nil*	*41·6*
	1939-40	Nil	7·49	Nil	37·7	Nil	13·7	Nil	40·7
Bengal and North Western	*1938-39*	*Nil*	*4·35*	*Nil*	*Nil*	*Nil*	*11·8*	*Nil*	*Nil*
	1939-40	Nil	4·03	Nil	Nil	Nil	11·3	Nil	Nil
Bombay, Baroda and Central India	*1938-39*	*Nil*	*3·68*	*4·40*	*Nil*	*Nil*	*14·3*	*4·94*	*Nil*
	1939-40	Nil	3·22	4·40	31·8	Nil	13·8	4·94	41·6

27 (a).—*Statement of coal consumed on Class I Railways during the years 1938-39 and 1939-40* —concld.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3' 3½" Gauge—*concld.*									
Eastern Bengal	*1938-39*	*Nil*	*3·23*	*Nil*	*Nil*	*Nil*	*9·66*	*Nil*	*Nil*
	1939-40	Nil	2·99	Nil	Nil	Nil	10·7	Nil	Nil
Jodhpur	*1938-39*	*Nil*	*4·47*	*5·38*	*Nil*	*Nil*	*16·6*	*5·38*	*Nil*
	1939-40	Nil	3·67	5·41	Nil	Nil	16·0	5·41	Nil
Madras and Southern Mahratta	*1938-39*	*Nil*	*4·81*	*Nil*	*55·0*	*Nil*	*15·1*	*Nil*	*56·9*
	1939-40	Nil	4·38	Nil	62·8	Nil	15·4	Nil	64·8
Mysore State	*1938-39*	*Nil*	*4·87*	*Nil*	*Nil*	*Nil*	*15·3*	*Nil*	*Nil*
	1939-40	Nil	4·87	Nil	Nil	Nil	15·3	Nil	Nil
Nizam's State	*1938-39*	*Nil*	*4·25*	*6·00*	*Nil*	*Nil*	*8·96*	*6·35*	*Nil*
	1939-40	Nil	4·23	6·00	Nil	Nil	8·82	6·40	Nil
Rohilkund and Kumaon	*1938-39*	*Nil*	*4·72*	*Nil*	*Nil*	*Nil*	*13·3*	*Nil*	*Nil*
	1939-40	Nil	4·09	Nil	Nil	Nil	12·7	Nil	Nil
South Indian	*1938-39*	*Nil*	*4·72*	*2·20*	*55·0*	*Nil*	*19·9*	*2·20*	*57·2*
	1939-40	Nil	4·91	2·05	57·5	Nil	21·7	2·05	60·6
2' 6" and 2' 0" Gauges.									
Bengal Nagpur	*1938-39*	*Nil*	*4·11*	*Nil*	*Nil*	*Nil*	*5·35*	*Nil*	*Nil*
	1939-40	Nil	4·05	Nil	Nil	Nil	5·79	Nil	Nil
Bombay, Baroda and Central India	*1938-39*	*Nil*	*2·67*	*3·70*	*Nil*	*Nil*	*12·4*	*3·70*	*Nil*
	1939-40	Nil	2·98	3·68	Nil	Nil	12·3	3·98	Nil
Eastern Bengal	*1938-39*	*Nil*	*3·23*	*Nil*	*Nil*	*Nil*	*7·55*	*Nil*	*Nil*
	1939-40	Nil	2·99	Nil	Nil	Nil	7·02	Nil	Nil
Great Indian Peninsula	*1938-39*	*Nil*	*4·12*	*Nil*	*118·6*	*Nil*	*8·41*	*Nil*	*121·2*
	1939-40	Nil	4·54	Nil	122·5	Nil	8·29	Nil	129·3
Mysore State	*1938-39*	*Nil*	*4·87*	*Nil*	*Nil*	*Nil*	*14·5*	*Nil*	*Nil*
	1939-40	Nil	4·87	Nil	Nil	Nil	14·6	Nil	Nil
North Western	*1938-39*	*Nil*	*3·86*	*Nil*	*Nil*	*Nil*	*20·1*	*Nil*	*Nil*
	1939-40	Nil	3·94	Nil	Nil	Nil	20·2	Nil	Nil
South Indian	*1938-39*	*Nil*	*4·72*	*2·20*	*Nil*	*Nil*	*17·5*	*2·20*	*Nil*
	1939-40	Nil	4·91	2·05	Nil	Nil	19·4	2·05	Nil

27 (b).—Statement of Coal* Consumption, by various services, on Class I Railways for the years 1938-39 and 1939-40.

Railway.	Year.	Passenger and Total Mixed.	Rail-cars Steam propelled.	Rail-cars Internal combustion engines propelled.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Locos. on Misc. services.	Departmental.	Total tons used on all Locomotive services. Cols. 3+4+5+7+9+11+12.	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Total tons consumed.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 14+15+16.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" Gauge.																
Bengal Nagpur	*1938-39*	*232,787*	*242*	*Nil*	*195·5*	*551,433*	*172·4*	*95,584*	*66·2*	*4,251*	*24,842*	*909,139*	*35,973*	*30,109*	*43,823*	*109,905*
	1939-40	239,227	154	Nil	198·3	618,715	173·4	99,179	63·0	3,668	28,017	988,960	38,917	26,096	48,459	113,472
Bombay, Baroda and Central India.	*1938-39*	*154,206*	*Nil*	*Nil*	*174·9*	*120,155*	*118·9*	*31,081*	*69·0*	*193*	*16,763*	*322,398*	*9,927*	*1,879*	*6,833*	*18,639*
	1939-40	150,354	Nil	Nil	171·2	130,810	119·1	31,491	68·3	202	16,588	329,445	9,942	2,395	8,694	21,031
Eastern Bengal	*1938-39*	*174,530*	*Nil*	*Nil*	*191·0*	*71,841*	*133·1*	*33,237*	*54·0*	*20,090*	*16,599*	*316,297*	*5,922*	*10,988*	*27,192*	*44,102*
	1939-40	175,217	Nil	Nil	190·7	77,321	136·3	34,643	54·8	22,091	14,614	323,886	5,196	10,432	26,983	42,611
East Indian	*1938-39*	*583,630*	*42*	*Nil*	*182·1*	*806,724*	*124·4*	*184,717*	*61·1*	*3,980*	*67,764*	*1,646,857*	*42,949*	*63,161*	*80,489*	*186,599*
	1939-40	569,473	167	Nil	181·8	855,791	124·5	197,059	60·7	3,560	71,217	1,697,267	41,729	66,658	82,022	190,409
Great Indian Peninsula.	*1938-39*	*344,795*	*Nil*	*Nil*	*176·1*	*458,412*	*166·1*	*85,425*	*83·5*	*5,945*	*21,371*	*915,948*	*27,597*	*61,074*	*15,531*	*104,202*
	1939-40	362,253	Nil	Nil	185·5	511,866	173·2	93,062	87·4	5,598	23,515	996,294	28,907	54,639	14,104	97,640
Madras and Southern Mahratta.	*1938-39*	*141,076*	*Nil*	*327*	*183·3*	*159,821*	*145·7*	*30,183*	*78·7*	*4,306*	*6,742*	*342,460*	*5,314*	*1,034*	*10,153*	*16,501*
	1939-40	143,804	Nil	326	186·8	153,936	136·8	30,904	80·4	4,097	8,138	341,205	5,686	709	9,489	15,884
Nizam's State	*1938-39*	*40,403*	*Nil*	*Nil*	*182·0*	*43,041*	*141·8*	*6,377*	*67·4*	*Nil*	*5,578*	*100,399*	*2,686*	*Nil*	*951*	*3,637*
	1939-40	41,380	Nil	Nil	184·3	48,746	141·0	6,320	67·1	Nil	4,786	101,232	3,584	Nil	951	4,535
North Western	*1938-39*	*507,051*	*1,039*	*Nil*	*172·2*	*429,468*	*140·5*	*134,710*	*90·0*	*Nil*	*41,639*	*1,113,907*	*12,038*	*3,520*	*90,326*	*105,884*
	1939-40	488,546	475	Nil	164·2	402,581	136·6	120,325	87·7	5,289	37,252	1,054,468	10,471	3,490	61,961	75,922
South Indian	*1938-39*	*78,232*	*Nil*	*Nil*	*176·6*	*31,617*	*109·3*	*4,303*	*48·3*	*275*	*3,830*	*118,257*	*733*	*Nil*	*930*	*1,663*
	1939-40	69,207	Nil	Nil	170·0	33,799	109·8	4,272	49·0	253	4,008	111,539	734	Nil	882	1,616
Total 5' 6" Gauge.	*1938-39*	*2,256,710*	*1,323*	*327*	*180·2*	*2,679,512*	*142·4*	*605,622*	*60·3*	*39,040*	*205,128*	*5,785,862*	*143,139*	*171,765*	*276,228*	*591,132*
	1939-40	2,239,461	796	326	179·9	2,833,565	142·9	617,255	69·4	44,758	208,135	5,944,296	145,166	164,409	253,545	563,120
3' 3½" Gauge.																
Assam Bengal	*1938-39*	*82,075*	*Nil*	*Nil*	*167·9*	*24,780*	*149·6*	*14,062*	*39·2*	*1,965*	*4,097*	*126,979*	*1,334*	*5,570*	*3,421*	*10,325*
	1939-40	79,998	Nil	Nil	172·0	24,199	153·8	15,610	40·9	1,755	3,935	125,497	916	5,709	2,934	9,559
Bengal and North Western.	*1938-39*	*111,793*	*Nil*	*Nil*	*195·2*	*65,958*	*122·5*	*16,115*	*23·8*	*3,106*	*13,591*	*210,563*	*10,112*	*5,913*	*42,651*	*58,676*
	1939-40	108,043	Nil	Nil	182·8	64,303	121·1	16,559	24·6	3,025	12,221	204,151	9,642	5,575	44,510	59,727
Bombay, Baroda and Central India.	*1938-39*	*139,190*	*611*	*Nil*	*229·3*	*103,092*	*157·8*	*23,365*	*43·9*	*Nil*	*7,531*	*273,689*	*5,041*	*4,505*	*10,524*	*20,070*
	1939-40	140,918	366	Nil	229·3	115,905	156·7	24,014	42·9	Nil	7,826	289,029	4,693	3,848	12,362	20,903
Eastern Bengal	*1938-39*	*67,337*	*354*	*Nil*	*168·9*	*38,139*	*130·9*	*17,504*	*44·2*	*13,719*	*6,218*	*143,321*	*3,863*	*Nil*	*15,875*	*19,738*
	1939-40	68,799	Nil	Nil	157·6	37,933	126·2	17,782	44·4	13,255	8,496	146,265	4,217	1	16,027	20,245

* Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.

27 (b).—*Statement of Coal* Consumption, by various services, on Class I Railways for the years 1938-39 and 1939-40*—concld.

Railway.	Year.	*Passenger and Total Mixed.*	*Railcars Steam propelled.*	*Railcars Internal combustion engines propelled.*	*Passenger and proportion of Mixed.*	*Goods.*	*Goods and proportion of Mixed.*	*Shunting including siding all services.*		*Locos. on Misc. services.*	*Departmental.*	Total tons used on all Locomotive services. Cols. 3+4+5+7+9+11+12.	*Fuel consumed for other than Locomotive purposes.*			
		Total tons consumed.	Total tons consumed.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric generating Stations.	Miscellaneous purposes.	Total. (columns 14+15+16).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
3' 3½" GAUGE —*concld.*																
Jodhpur	*1938-39*	*34,377*	*Nil*	*Nil*	*169·6*	*17,378*	*154·1*	*2,712*	*30·0*	*1,513*	*3,415*	*59,395*	*1,533*	*Nil*	*2,310*	*3,843*
	1939-40	36,731	Nil	Nil	176·9	24,219	159·9	3,228	31·6	2,483	4,839	71,500	1,545	Nil	2,291	3,836
Madras and Southern Mahratta.	*1938-39*	*90,132*	*Nil*	*Nil*	*198·9*	*80,810*	*182·6*	*16,810*	*46·6*	*1,936*	*3,336*	*193,024*	*3,696*	*1,667*	*5,224*	*10,487*
	1939-40	85,431	Nil	Nil	196·2	91,073	182·0	17,674	50·0	2,257	4,543	200,978	3,838	1,489	5,952	11,279
Mysore State	*1938-39*	*33,655*	*Nil*	*Nil*	*263·4*	*23,544*	*197·3*	*6,373*	*36·0*	*Nil*	*588*	*64,163*	*1,286*	*Nil*	*Nil*	*1,286*
	1939-40	34,063	Nil	Nil	243·3	27,090	204·8	8,015	46·6	Nil	1,067	70,235	1,244	Nil	Nil	1,244
Nizam's State	*1938-39*	*30,866*	*157*	*Nil*	*281·2*	*16,322*	*163·9*	*4,606*	*79·3*	*Nil*	*2,527*	*54,478*	*1,614*	*Nil*	*860*	*2,474*
	1939-40	29,506	101	Nil	273·1	16,600	161·3	4,707	77·3	Nil	2,333	53,247	2,017	Nil	783	2,800
Rohilkund and Kumaon.	*1938-39*	*27,353*	*Nil*	*Nil*	*245·7*	*15,599*	*172·1*	*4,724*	*27·9*	*3,316*	*2,429*	*53,721*	*2,802*	*1,680*	*428*	*4,910*
	1939-40	23,500	Nil	Nil	213·6	14,300	162·7	5,217	30·4	2,062	2,325	47,404	3,098	3,481	421	7,000
South Indian	*1938-39*	*130,070*	*Nil*	*Nil*	*193·0*	*41,712*	*115·5*	*6,871*	*35·7*	*376*	*6,391*	*185,420*	*1,770*	*6,448*	*7,407*	*15,625*
	1939-40	122,389	Nil	Nil	201·5	46,465	113·6	7,358	35·6	383	6,412	183,007	1,753	5,494	7,339	14,586
Total 3' 3½" Gauge.	*1938-39*	*746,901*	*1,022*	*Nil*	*200·1*	*427,634*	*149·4*	*113,142*	*37·7*	*25,931*	*50,123*	*1,364,753*	*33,051*	*25,632*	*88,700*	*147,434*
	1939-40	729,378	467	Nil	198·1	462,087	149·5	120,164	39·1	25,220	53,997	1,391,313	32,963	25,597	92,619	151,179
2' 6" AND 2'0" GAUGES.																
Bengal Nagpur	*1938-39*	*45,326*	*350*	*Nil*	*433·1*	*20,258*	*387·2*	*7,048*		*199*	*1,833*	*75,014*	*6,885*	*157*	*2,754*	*9,796*
	1939-40	45,432	436	Nil	442·2	22,376	395·8	7,286		229	2,324	78,083	6,859	Nil	2,653	9,512
Bombay, Baroda and Central India.	*1938-39*	*8,599*	*Nil*	*Nil*	*510·2*	*38*	*416·2*	*Nil*		*Nil*	*591*	*9,228*	*Nil*	*Nil*	*9*	*9*
	1939-40	8,691	Nil	Nil	516·5	68	422·3	Nil		Nil	512	9,271	Nil	Nil	13	13
Eastern Bengal	*1938-39*	*1,785*	*Nil*	*Nil*	*531·9*	*Nil*	*585·0*	*Nil*		*157*	*65*	*2,007*	*Nil*	*Nil*	*27*	*27*
	1939-40	1,745	Nil	Nil	528·5	Nil	554·1	Nil		168	38	1,951	Nil	Nil	33	33
Great Indian Peninsula.	*1938-39*	*12,632*	*Nil*	*33*	*495·3*	*Nil*	*492·3*	*455*		*Nil*	*135*	*13,253*	*428*	*Nil*	*4*	*432*
	1939-40	13,993	Nil	14	534·7	Nil	559·8	468		Nil	295	14,768	409	Nil	Nil	409
Mysore State	*1938-39*	*2,781*	*Nil*	*Nil*	*336·4*	*1,202*	*321·8*	*Nil*		*Nil*	*83*	*4,066*	*Nil*	*Nil*	*Nil*	*Nil*
	1939-40	2,709	Nil	Nil	330·8	1,196	310·5	Nil		Nil	52	3,957	Nil	Nil	Nil	Nil
North Western	*1938-39*	*19,746*	*273*	*Nil*	*391·7*	*11,932*	*486·2*	*2,466*		*Nil*	*884*	*35,301*	*826*	*Nil*	*2,806*	*3,632*
	1939-40	19,264	142	15	393·2	12,190	465·9	2,376		113	1,360	35,460	674	Nil	1,887	2,561
South Indian	*1938-39*	*3,045*	*Nil*	*Nil*	*353·4*	*Nil*	*292·2*	*Nil*		*Nil*	*49*	*3,094*	*18*	*Nil*	*6*	*24*
	1939-40	2,628	Nil	Nil	358·3	17	291·3	Nil		Nil	31	2,676	19	Nil	7	26
Total 2' 6" & 2'0" Gauges.	*1938-39*	*93,914*	*623*	*33*	*430·3*	*33,430*	*422·6*	*9,969*		*356*	*3,638*	*141,963*	*8,157*	*157*	*5,606*	*13,920*
	1939-40	94,462	578	29	440·3	35,847	425·7	10,130		510	4,610	146,166	7,961	Nil	4,593	12,554
TOTAL CLASS I RAILWAYS.	*1938-39*	*3,097,525*	*2,968*	*360*	*187·1*	*3,138,576*	*145·1*	*728,733*		*65,327*	*258,889*	*7,292,378*	*184,347*	*197,605*	*370,634*	*752,486*
	1939-40	3,063,301	1,841	355	186·5	3,331,499	145·6	747,549		70,488	266,742	7,481,775	186,090	190,006	350,757	726,853

Not published.

* Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood, @ 2½ tons of wood = 1 ton of coal.

28.—*Efficiency Statistics of Class 1 Railways for the years 1938-39 and 1939-40.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal Nagpur	*1938-39*	*528*	*191*	*1,843*	*4,315*	*9,560*
	1939-40	528	193	1,919	4,426	9,697
Bombay, Baroda and Central India	*1938-39*	*663*	*247*	*2,126*	*5,332*	*10,695*
	1939-40	682	252	2,142	5,416	10,744
Eastern Bengal	*1938-39*	*366*	*140*	*960*	*3,499*	*7,171*
	1939-40	369	141	955	3,350	6,827
East Indian	*1938-39*	*691*	*208*	*1,967*	*4,674*	*8,846*
	1939-40	724	209	1,990	4,792	8,970
Great Indian Peninsula	*1938-39*	*714*	*262*	*2,168*	*5,554*	*11,245*
	1939-40	706	259	2,198	5,572	11,300
Madras and Southern Mahratta	*1938-39*	*718*	*215*	*1,692*	*4,422*	*8,278*
	1939-40	758	232	1,912	4,886	9,636
Nizam's State	*1938-39*	*777*	*210*	*1,842*	*4,692*	*9,241*
	1939-40	773	210	1,907	4,752	9,582
North Western	*1938-39*	*745*	*237*	*1,718*	*4,649*	*8,239*
	1939-40	754	240	1,732	4,673	8,188
South Indian	*1938-39*	*518*	*160*	*1,293*	*3,531*	*7,660*
	1939-40	535	166	1,322	3,632	7,785
Average for 5′ 6″ gauge.	*1938-39*	*651*	*215*	*1,854*	*4,657*	*9,134*
	1939-40	661	216	1,901	4,750	9,294
3′ 3⅜″ Gauge.						
Assam Bengal	*1938-39*	*521*	*168*	*750*	*2,261*	*3,733*
	1939-40	495	165	745	2,196	3,891
Bengal and North Western	*1938-39*	*329*	*151*	*800*	*1,901*	*4,426*
	1939-40	331	155	793	1,918	4,466
Bombay, Baroda and Central India	*1938-39*	*717*	*227*	*1,056*	*2,548*	*4,447*
	1939-40	756	234	1,094	2,640	4,539
Eastern Bengal	*1938-39*	*459*	*193*	*770*	*2,470*	*4,843*
	1939-40	458	18	770	2,543	4,925
Jodhpur	*1938-39*	*757*	*191*	*784*	*2,062*	*4,060*
	1939-40	856	212	814	2,186	4,217
Madras and Southern Mahratta	*1938-39*	*580*	*162*	*777*	*2,173*	*3,283*
	1939-40	610	160	808	2,211	3,266
Mysore State	*1938-39*	*707*	*166*	*824*	*2,493*	*2,565*
	1939-40	717	172	913	2,605	2,933
Nizam's State	*1938-39*	*660*	*154*	*864*	*2,249*	*4,782*
	1939-40	686	169	916	2,411	5,057
Rohilkund and Kumaon	*1938-39*	*281*	*116*	*598*	*1,485*	*3,145*
	1939-40	266	113	606	1,465	3,171
South Indian.	*1938-39*	*601*	*180*	*749*	*2,241*	*4,282*
	1939-40	618	188	796	2,339	4,512
Average for 3′ 3⅜″ gauge	*1938-39*	*512*	*176*	*822*	*2,204*	*4,036*
	1939-40	530	180	846	2,265	4,118
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	*1938-39*	*336*	*122*	*301*	*1,072*	*1,636*
	1939-40	313	117	300	1,061	1,633
Bombay, Baroda and Central India	*1938-39*	*267*	*94*	*245*	*581*	*890*
	1939-40	275	96	248	592	910
Eastern Bengal	*1938-39*	**Nil*	*16*	*24*	*237*	*493*
	1939-40	**Nil*	20	32	208	499
Great Indian Peninsula	*1938-39*	*551*	*130*	*309*	*1,236*	*1,226*
	1939-40	585	122	247	1,174	1,075
Mysore State	*1938-39*	*2,290*	*100*	*260*	*909*	*822*
	1939-40	2,268	107	411	1,015	910
North Western	*1938-39*	*470*	*95*	*226*	*894*	*956*
	1939-40	488	91	223	892	981
South Indian	*1938-39*	*595*	*89*	*167*	*710*	*813*
	1939-40	628	94	197	742	887

* Shunting operations generally performed by hand.

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR THE YEAR 1939-40 (IN HUNDREDS).

29.—*Statement of Principal Commodities carried by Class I*

Railway.	I.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	6,489,5	7,015,8	1,92,47,0	1,355,1	1,532,9	56,13,9	7,844,6	8,548,7	2,48,60,9	2,6	5,0	78,2
Bombay, Baroda and Central India.	5	1,047,1	45,19,1	..	22,6	5,40,1	5	1,069,7	50,59,2	25,7	25,7	4,98,8
Eastern Bengal	8,3	1,371,1	28,96,8	1	117,6	4,54,7	8,4	1,488,7	33,51,5	22,7	22,7	1,71,1
East Indian	9,638,2	10,682,8	4,48,31,7	2,431,6	2,700,1	1,70,65,8	12,069,8	13,382,9	6,18,97,5	2,9	7,4	1,68,9
Great Indian Peninsula	789,9	2,215,9	95,53,8	..	422,6	19,80.6	789,9	2,638,5	1,15,34,4	42,3	42,4	6,83,0
Madras and Southern Mahratta.	32,0	287,1	13,87,3	..	440,7	26,45,9	32,0	727,8	40,33,2	17,2	17,3	3,82,0
Nizam's State	578,0	594,6	26,21,6	459,5	459,6	12,02,5	1,037,5	1,054,2	38,24,1	1	2,5	61,9
North Western	128,6	1,459,2	41,82,9	1,7	1,7	4	130,3	1,460,9	41,83,3	63,1	63,1	13,12,0
South Indian	30,7	42,9	3,34,7	..	..	..	30,7	42,9	3,34,7	3	3	5,6
Total	17,695,7	24,716,5		4,248,0	5,697,8		21,943,7	30,414,3		176,9	186,4	
3′ 3⅜″ GAUGE.												
Assam Bengal	28,1	131,6	3,27,9	4	9,6	27,9	28,5	141,2	3,55,8	1,2	2,5	22,4
Bengal and North Western.	3,9	333,9	10,75,0	..	..	..	3,9	333,9	10,75,0	..	..	..
Bombay, Baroda and Central India.	5	333,9	*	..	151,0	*	5	484,9	*	1,4	6,4	*
Eastern Bengal	9	310,2	*	..	95,1	*	9	405,3	*	1	6,2	*
Jodhpur	5	16,8	40,9	5	5,4	4,6	1,0	22,2	45,5	2	6,4	1,28,0
Madras and Southern Mahratta.	42,0	96,0	*	..	..	..	42,0	96,0	*	10,8	13,9	*
Mysore State	7	45,0	99,4	..	..	..	7	45,0	99,4	2,8	3,0	30,0
Nizam's State	..	59,4	*	..	..	..	..	59,4	*	2,3	3,3	*
Rohilkund and Kumaon	3	29,2	24,6	..	..	..	3	29,2	24,6	..	..	2
South Indian	64,7	72,1	*	..	..	..	64,7	72,1	*	2	2	*
Total	141,6	1,428,1		9	261,1		142,5	1,689,2		19,0	41,9	
2′ 6″ AND 2′ 0″ GAUGES.												
Bengal Nagpur	42,8	66,1	*	1,7	1,7	*	44,5	67,8	*	..	5	*
Bombay, Baroda and Central India.	1	4,0	*	..	..	..	1	4,0	*	..	4	*
Eastern Bengal	..	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	12,2	*	..	..	..	..	12,2	*	4	4	*
Mysore State	..	..	..	..	..	..	..	..	..	..	..	..
North Western	112,0	129,3	*	1	1	*	112,1	129,4	*	4	9	*
South Indian	..	..	..	..	..	..	..	..	..	..	..	..
Total	154,9	211,6		1,8	1,8		156,7	213,4		8	2.2	
Total, 1939-40	17,992,2	26,356,2	9,11,42,7	4,250,7	5,960,7	2,95,36,4	22,242,9	32,316,9	12,06,79,1	196,7	230,5	35.42,1
Total, 1938-39	16,432,9	23,988.7	7,88,09,1	4,281,2	5,756,0	2,86,37,1	20,714.1	29,744,7	10,74,46,2	193.1	226,5	34,57,9
Increase	1,559,3	2,367,5	1,23,33,6	..	204,7	8,99,3	1,528,8	2,572,2	1,3,32.9	3,6	4,0	84,2
Decrease	..	..	..	30,5	..	..	..	..	..	..	..	..

*Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more seperate consignments.

‡ Included with 3′ 3⅜″ gauge.

Railways and the earnings therefrom for the year 1939-40. (*In hundreds.*)

II.—Heavy Merchandise.									
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Railway.
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
197,4	211,6	6,23,7	117,8	122,5	7,19,5	584,1	616,9	65,35,4	Bengal Nagpur.
83,0	124,4	5,03,2	6,6	6,7	47,5	149,8	165,6	23,03,7	Bombay, Baroda and Central India.
16,0	42,2	53,7	49,1	84,2	4,74,7	223,8	258,1	17,99,7	Eastern Bengal.
133,6	181,3	4,03,7	123,8	135,3	4,30,9	316,1	465,0	30,37,5	East Indian.
153,1	159,5	3,34,3	2,9	5,0	49,8	56,5	250,8	20,13,8	Great Indian Peninsula.
43,2	55,1	3,56,8	41,4	45,8	2,99,5	232,5	287,4	38,71,4	Madras and Southern Mahratta.
68,9	68,9	2,32,4	5	6	5,6	66,9	123,2	11,27,9	Nizam's State.
367,1	389,7	13,50,9	24,0	25,1	1,52,0	314,1	378,3	45,41,9	North Western.
36,0	39,7	2,93,4	89,8	177,4	22,11,5	55,7	100,2	18,31,4	South Indian.
1,095,3	1,272,4		455,9	602,6		1,999,5	2,645,5		Total.
									3′ 3⅜″ GAUGE.
3,6	3,7	5,5	58,0	59,9	2,73,8	252,0	268,6	15,72,3	Assam Bengal.
118,2	119,2	1,95,1	25,8	40,5	1,92,2	140,8	345,6	17,78,9	Bengal and North Western.
70,4	81,9	*	1	1,2	*	1,5	73,1	*	Bombay, Baroda and Central India.
5,8	5,9	*	47,9	52,1	*	123,6	189,8	*	Eastern Bengal.
17,3	17,5	40,7	3	1,5	9,7	5,8	34,2	3,52,5	Jodhpur.
52,9	53,3	*	14,7	24,1	*	132,7	212,9	*	Madras and Southern Mahratta.
44,9	46,4	55 7	9,5	10,2	44,3	31,8	47,9	1,70,8	Mysore State.
14,1	14,1	*	1	1	*	7,1	18,1	*	Nizam's State.
186,0	186,0	3,22,7	14,9	14,9	78,1	8,8	10,0	45,8	Rohilkund and Kumaon.
47,1	47,6	*	224,8	236,2	*	207,4	226,5	*	South Indian.
560,3	575,6		396,1	440,7		911,5	1,426,7		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
48,7	49,2	*	7,1	7,5	*	50,6	62,1	*	Bengal Nagpur.
28,1	29,3	*	..	..	..	2	15,2	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	1	*	Eastern Bengal.
..	..	..	..	1	*	1	10,2	*	Great Indian Peninsula.
7,4	7,4	‡	1,6	1,6	‡	3,8	3,8	‡	Mysore State.
6,7	11,9	*	1,0	1,0	*	60,9	65,4	*	North Western.
3,6	3,6	*	4	4	*	1	7	*	South Indian.
94,5	101,4		10,1	10,6		115,7	157,5		Total.
1,753,1	1,949,4	47,71,8	862,1	1,053,9	49,89,1	3,026,7	4,229,7	3,09,83,0	Total, 1939-40.
1,830,1	2,044,9	49,70,7	760,3	962,1	42,84,2	2,752,4	3,887,5	2,96,24,4	Total, 1938-39.
..	..	..	101,8	91,8	7,04,9	274,3	342,2	13,58,6	Increase.
77,0	95,5	1,98,9	..	..	..	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

II.—Heavy Mer

Railway.	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
24	25	26	27	28	29	30	31	32	33
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	111,9	144,7	18,18,9	34,1	45,7	5,84,2	2	4	5,7
Bombay, Baroda and Central India	47,0	87,4	18,26,7	30,3	109,5	33,82,6	32,8	78,7	26,02,4
Eastern Bengal	46,8	56,1	6,20,3	..	..	..	..	..	..
East Indian	269,3	329,8	28,69,2	147,4	426,4	44,77,1	67,5	83,9	5,08,8
Great Indian Peninsula	283,6	369,8	48,83,2	233,5	260,6	28,28,4	160,5	233,1	23,46,0
Madras and Southern Mahratta	37,9	164,1	16,09,2	6,7	22,1	4,39,4	11,7	30,1	11,25,6
Nizam's State	17,1	123,8	9,93,7	1,7	22,4	2,90,6	8,2	29,8	3,88,4
North Western	190,5	253,7	25,10,0	1,056,1	1,116,3	1,13,43,4	82,8	122,9	10,32,1
South Indian	30,5	49,0	11,22,6	4,6	7,0	1,06,6	3,8	22,2	1,99,8
Total	1,034,6	1,578,4		1,514,4	2,010,0		367,5	608,1	
3′ 3¾″ Gauge.									
Assam Bengal	6,2	22,1	1,35,2	2,6	10,0	52,0	..	..	3
Bengal and North Western	80,4	98,7	6,18,5	57,5	86,5	6,53,9	‡	‡	‡
Bombay, Baroda and Central India	51,2	108,0	*	84,8	231,6	*	62,1	188,2	*
Eastern Bengal	25,9	68,7	*	..	..	..	..	..	..
Jodhpur	4,6	41,5	3,10,7	94,6	149,2	11,01,8	7,3	82,3	6,25,4
Madras and Southern Mahratta	21,2	74,0	*	25,5	36,5	*	109,9	119,4	*
Mysore State	10,9	30,8	1,38,8	3,0	16.6	68,7	25,6	28,4	1,83,3
Nizam's State	19,2	46,8	*	8,3	14,1	*	14,4	24,6	*
Rohilkund and Kumaon	39,4	41,4	2,05,4	23,1	24,9	1,02,3	16,3	16,5	60,6
South Indian	102,2	128,2	*	6,1	8,2	*	5,2	5,4	*
Total	361,2	660,2		305,5	577,6		240,8	464,8	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	22,0	26,9	*	12,1	14,3	*	6	6	*
Bombay, Baroda and Central India	1,2	2,2	*	3	3,0	*	1,4	3,1	*
Eastern Bengal	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	1,5	2,6	*	1	3,2	*	1,3	2,6	*
Mysore State	1,0	1,1	††	1	1	††	..	..	..
North Western	15,7	19,5	*	15,2	24,6	*	10,0	10,1	*
South Indian	3,2	3,9	*	1	1	*	1,0	1,0	*
Total	44,6	56,2		27,9	45,3		14,3	17,4	
Total, 1939-40	1,440,4	2,294,8	1,96,62,4	1,847,8	2,632,9	2,54,31,0	622,6	1,080,3	90,78,4
Total, 1938-39	1,576,5	2,640,1	2,28,56,5	1,756,2	2,364,2	2,39,87,5	432,9	721,2	52,60,7
Increase	..	..	..	91,6	268,7	14,43,5	189,7	369,1	38,17,7
Decrease	136,1	345,3	31,94,1	..	..	..	..	..	..

* Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Not recorded.

†† Shown under 3′3¾″ gauge.

Railways and the earnings therefrom for the year 1939-40. (*In hundreds*)—contd.

chandise—*contd.*

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
3,8	4,3	33,3	86,9	93,3	2,17,4	100,9	142,0	16,62,2	Bengal Nagpur.
24,7	42,0	16,11,5	353,4	379,4	18,57,2	209,6	225,4	54,00,5	Bombay, Baroda and Central India.
25,4	33,8	3,96,3	2,2	37,2	1,16,2	93,9	106,8	10,27,6	Eastern Bengal.
152,2	170,2	12,48,7	599,6	809,4	22,36,1	160,6	285,0	21,63,1	East Indian.
17,3	26,1	2,61,6	195,5	304,3	11,72,5	97,8	249,9	30,68,1	Great Indian Peninsula.
13,1	23,4	3,43,5	84,0	94,6	4,38,6	53,6	64,4	7,86,9	Madras and Southern Mahratta.
4	2,6	26,5	96,2	96,8	3,16,4	1,7	43,9	5,95,0	Nizam's State.
87,5	97,7	8,70,7	670,1	691,1	17,39,3	212,2	227,1	22,47,3	North Western.
6,2	8,2	2,65,4	18,6	19,1	3,74,0	6,1	54,1	12,94,2	South Indian.
330,6	408,3		2,106,5	2,525,2		936,4	1,398,6		Total.
									3′ 3½″ Gauge.
9	1,2	7,2	101,2	101,5	3,00,0	39,8	42,4	2,82,3	Assam Bengal.
120,4	139,6	7,78,9	18,5	21,2	64,2	5,1	170,4	12,54,7	Bengal and North Western.
45,7	112,8	*	109,8	204,4	*	279,9	370,9	*	Bombay, Baroda and Central India.
22,0	52,0	*	5,9	16,6	*	3,8	71,0	*	Eastern Bengal.
3,1	30,3	1,99,8	137,1	142,1	4,55,9	62,7	62,9	2,87,4	Jodhpur.
19,2	24,3	*	35,9	42,6	*	10,1	65,9	*	Madras and Southern Mahratta.
31,1	34,6	2,05,7	12,6	17,4	47,8	5	20,3	97,1	Mysore State.
5	1,4	*	3	8,1	*	4	23,4	*	Nizam's State.
23,0	23,7	1,25,4	26,9	28,0	55,0	5	30,9	1,87,3	Rohilkund and Kumaon.
35,1	37,6	*	144,3	144,7	*	146,2	146,9	*	South Indian.
301,0	457,5		592,5	726,6		549,0	1,005,0		Total.
									2′ 6″ and 2′ 0″ Gauges.
6	6	*	2,1	2,8	*	5	24,8	*	Bengal Nagpur.
8	2,8	*	6	12,8	*	..	3,4	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	1	*	2,7	3,5	*	..	4,0	*	Great Indian Peninsula.
6	6	††	5	5	††	..	..	..	Mysore State.
8	2,2	*	2	1,5	*	6	3,3	*	North Western.
2,6	2,8	*	..	..	..	..	3,7	*	South Indian.
5,4	9,1		6,1	21,1		1,1	39,2		Total.
637,0	874,9	63,74,5	2,705,1	3,272,9	93,90,6	1,486,5	2,442,8	2,03,53,7	Total, 1939-40.
559,3	753,0	49,15,3	3,272,8	3,804,7	90,90,0	1,351,8	2,195,2	1,77,53,4	Total, 1938-39.
77,7	121,9	14,59,2	..	..	3,00,6	134,7	247,6	26,00,3	Increase.
..	..	..	567,7	531,8	..	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

II.—Heavy Mer

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
44	45	46	47	48	49	50	51	52	53
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	14,0	34,0	4,16,6	102,8	117,6	6,48,1	3,497,4	3,749,4	1,31,10,2
Bombay, Baroda and Central India	19,7	55,2	17,02,5	67,3	166,0	11,51,4	..	43,1	2,59,2
Eastern Bengal	27,4	32,7	4,61,2	21,2	40,3	3,71,4	..	..	..
East Indian	152,6	236,6	15,90,8	173,8	274,9	13,17,9	6	19,4	80,6
Great Indian Peninsula	63,2	116,1	17,43,1	129,3	186,6	10,66,4	12,8	70,8	5,98,6
Madras and Southern Mahratta	10,0	34,2	4,58,2	15,6	62,7	6,94,4	1	3,2	7,57,4
Nizam's State	2,6	6,3	1,69,2	36,1	39,0	4,39,2	..	..	1
North Western	107,6	213,3	35,47,4	250,5	325,1	14,53,7	4	15,6	2,31,1
South Indian	11,1	28,2	3,98,9	75,9	77,9	8,69,4	19,4	19,5	46,5
Total	408,2	756,6		872,5	1,290,1		3,530,7	3,921,0	
3′ 3⅜″ GAUGE.									
Assam Bengal	4,5	17,4	94,4	12,9	19,0	90,6	..	..	..
Bengal and North Western	221,3	224,5	20,29,2	87,1	94,6	4,52,9	†	†	†
Bombay, Baroda and Central India	11,8	104,2	*	4,4	98,4	*	..	1	*
Eastern Bengal	6,8	38,0	*	30,2	45,2	*	..	..	..
Jodhpur	2,7	19,6	1,65,0	9	7,7	36,2	..	..	..
Madras and Southern Mahratta	15,4	27,9	*	29,7	43,2	*	126,3	147,6	*
Mysore State	24,3	24,8	1,49,7	21,2	22,6	2,01,2	27,7	27,9	59,1
Nizam's State	6,2	11,4	*	2,9	11,0	*	..	..	..
Rohilkund and Kumaon	77,8	78,6	4,20,2	118,7	118,8	4,59,0	†	†	†
South Indian	26,3	29,8	*	34,0	41,2	*	1	1	*
Total	397,1	576,2		342,0	501,7		154,1	175,7	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	4	4,3	*	47,6	48,8	*	250,9	250,9	*
Bombay, Baroda and Central India	3	2,7	*	40,1	42,9	*	42,7	42,7	*
Eastern Bengal	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	1,5	*	2,7	4,2	*	..	..	..
Mysore State	7	8	††	8,2	8,2	††	..	..	..
North Western	3	5,6	*	4,3	8,5	*	14,2	14,2	*
South Indian	..	1	*	4	8	*	..	..	..
Total	1,7	15,0		103,3	113,4		307,8	307,8	
Total, 1939-40	807,0	1,347,8	1,33,46,4	1,317,8	1,905,2	92,51,8	3,992,6	4,404,5	1,51,42,8
Total, 1938-39	1,185,6	2,236,7	2,15,91,4	1,255,9	1,817,5	84,60,9	3,643,2	3,846,8	1,05,89,9
Increase	..	..	..	61,9	87,7	7,90,9	349,4	557,7	45,52,9
Decrease	378,6	888,9	82,45,0	..	..	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Not recorded.

†† Shown under 3′ 3⅜″ Gauge.

Railways and the earnings therefrom for the year 1939-40. (In hundreds)—contd.

chandise—*contd.*

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
173,5	149,5	18,39,3	8	5,5	1,41,9	5,7	6,9	1,96,5	Bengal Nagpur.
78,1	169,2	23,64,0	148,6	269,1	61,44,6	13,7	13,7	6,82,9	Bombay, Baroda and Central India.
15,0	30,6	4,20,5	1,1	2,1	16,5	50,0	64,8	7,91,3	Eastern Bengal.
215,5	390,1	43,19,9	15,0	51,4	10,13,6	1	29,0	13,33,1	East Indian.
264,4	615,1	76,01,3	105,2	195,3	58,53,6	34,5	37,4	10,93,1	Great Indian Peninsula.
145,6	311,0	70,74,3	33,0	57,7	18,95,4	33,5	33,5	9,77,9	Madras and Southern Mahratta.
96,8	147,2	18,79,4	1,4	10,2	10,03,6	..	7,9	2,19,8	Nizam's State.
368,9	395,8	40,34,6	321,8	343,2	1,30,56,0	59,4	61,3	35,86,3	North Western.
42,3	89,1	21,29,4	9,0	13,1	3,75,4	11,8	12,9	5,92,2	South Indian.
1,340,1	2,297,6		635,9	947,6		208,7	267,4		Total.
									3′ 3⅜″ GAUGE.
13,9	16,9	76,1	1,4	1,4	6,9	32,8	33,4	5,77,7	Assam Bengal.
121,8	128,4	7,74,6	†	†	†	8	9,6	3,00,6	Bengal and North Western.
61,6	196,4	*	51,4	118,1	*	1,0	5,9	*	Bombay, Baroda and Central India.
39,7	47,1	*	2	2	*	..	25,9	*	Eastern Bengal.
59,4	71,2	6,20,5	43,7	48,2	5,74,5	..	4,0	1,83,9	Jodhpur.
366,2	439,4	*	57,2	66,9	*	10,8	10,8	*	Madras and Southern Mahratta.
48,3	52,8	2,11,8	4,0	11,0	1,34,1	3,4	3,4	54,5	Mysore State.
140,2	149,3	*	57,4	58,2	*	5	8	*	Nizam's State.
17,4	17,7	77,1	2	1,4	5,9	..	1,7	24,7	Rohilkund and Kumaon.
154,8	208,9	*	25,9	29,7	*	15,1	15,1	*	South Indian.
1,023,3	1,328,1		241,4	335,1		64,4	110,6		Total.
									2′6″ AND 2′ 0″ GAUGES.
23,4	24,1	*	4	9	*	*Nil*	1,0	*	Bengal Nagpur.
15,8	18,4	*	21 1	21,1	*	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
11,1	11,2	*	21,2	21,3	*	..	..	..	Great Indian Peninsula.
2,1	2,1	††	..	..	..	..	..	..	Mysore State.
13,3	14,1	*	..	..	..	..	1,2	*	North Western.
10,1	10,2	*	..	..	..	..	..	..	South Indian.
75,8	80,1		42,7	43 3		..	2,2		Total.
2,439,2	3,705,8	3,34,22,8	920,0	1,326,0	3,02,22,0	273,1	380,2	1,06,14,5	Total, 1939-40.
2,742,1	4,082,4	3,60,31,3	876,5	1,224,2	2,73,73,7	261,4	387,9	1,03,93,8	Total, 1938-39.
..	..	..	43,5	101,8	28,48,3	11,7	..	2,20,7	Increase.
302,9	376,6	26,08,5	..	..	..	..	7,7	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	II—Heavy Merchandise—*concld.*								
	(15) Kerosine oil (in bulk).			(16) Molasses (in bulk).			(17) Cement.§		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
64	65	66	67	68	69	70	71	72	73
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	25,1	28,5	6,06,9	1	6	6,4	6	18,0	1,64,7
Bombay, Baroda and Central India	9,1	10,2	2,07,6	..	3	20,3	45,2	47,2	6,34,5
Eastern Bengal	82,7	83,6	9,45,6	4,3	8,9	65,5	6	15,2	1,51,3
East Indian	5,8	68,8	13,85,3	61,7	63,9	4,31,5	106,2	146,7	11,76,4
Great Indian Peninsula	34,5	35,5	8,22,1	4,7	4,7	37,0	122,3	125,9	9,58,6
Madras and Southern Mahratta	45,1	45,1	8,51,3	7	7	2,8	7,8	25,2	2,07,4
Nizam's State	..	4,3	68,5	..	..	..	1	8,5	65,8
North Western	17,1	17,3	4,61,4	27,9	27,9	1,49,8	75,9	85,6	6,81,6
South Indian	19,7	21,2	6,18,8	..	..	..	42,1	43,6	4,79,5
Total	239,1	314,5		99,4	107,0		400,8	515,9	
3′ 3⅜″ GAUGE.									
Assam Bengal	55,3	55,4	6,63,3	..	10	5,2	8,9	12,1	1,23,4
Bengal and North Western	11,6	71,1	7,46,5	77,2	81,9	2,25,4	6	7,2	42,2
Bombay, Baroda and Central India	1	4,2	*	6	3,5	*	16,5	35,0	*
Eastern Bengal	1	57,3	*	1	2,1	*	6	11,9	*
Jodhpur	..	8	21,3	2	2	4	2	3,2	14,4
Madras and Southern Mahratta	21,3	22,4	*	..	..	..	1,4	7,2	*
Mysore State	1,6	3,7	28,3	..	..	..	8,9	9,5	62,6
Nizam's State	..	1,3	*	..	..	..	..	1,8	*
Rohilkund and Kumaon	..	7	1,8	8	8	1,0	1	8,8	32,0
South Indian	32,6	32,6	*	..	..	..	6,7	27,4	*
Total	122,6	249,5		78,9	89,5		43,9	124,1	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	*Nil*	3,3	*	..	..	*	1	1,0	*
Bombay, Baroda and Central India	..	..	..	..	..	..	..	9	*
Eastern Bengal	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	1,0	*
Mysore State	..	..	..	..	..	..	..	1	††
North Western	..	..	..	..	7	*	..	2,4	*
South Indian	..	2	*	..	..	..	..	..	..
Total	..	3,5		..	7		1	5,4	
Total, 1939-40	361,7	567,5	74,28,7	178,3	197,2	9,45,3	444,8	645,4	47,94,4
Total, 1938-39	374,9	608,2	76,35,5	299,7	318,0	13,10,0	..	..	..
Increase	..	..	..	..	..	..	444,8	645,4	47,94,4
Decrease	13,2	40,7	2,06,8	121,4	120,8	3,64,7	..	..	..

*Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Not recorded.

†† Shown under 3′3⅜″ Gauge.

§Up to November 1939, Cement was included under other commodities. Separate figures shown are from December 1939 only.

Railways and the earnings therefrom for the year 1939-40. (*In hundreds*)—contd.

III. Light Merchandise.

(18)Total heavy merchandise. (Item 1 to 17).			(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Railway.
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
4,799,7	5,279,8	2,87,07,2	1	2	2,9	21,5	104,9	21,14,9	Bengal-Nagpur.
1,235,9	1,868,7	3,21,99,1	4,0	5,3	1,17,3	114,3	125,0	77,46,5	Bombay, Baroda and Central India.
643,5	854,4	76,58,1	5	3,8	39,6	30,4	41,2	8,79,2	Eastern Bengal.
2,567,8	3,985,8	2,96,20,5	3,0	4,0	79,5	77,5	112,7	21,84,4	East Indian.
1,818,5	3,087,0	3,63,97,2	4,5	7,1	83,7	136,9	200,1	48,30,3	Great Indian Peninsula.
772,3	1,305,2	2,18,33,2	2,7	3,9	1,44,3	25,6	83,1	19,04,9	Madras and Southern Mahratta.
329,7	666,5	75,89,7	1,6	2,1	48,7	5,4	19,3	4,37,5	Nizam's State.
3,866,8	4,404,3	5,16,38,6	66,1	68,8	5,15,5	72,6	129,1	30,98,3	North Western.
446,6	742,7	1,29,15,6	5,2	8,3	1,80,7	42,8	50,8	14,12,9	South Indian.
16,480,8	22,194,4		87,7	103,5		527,0	866,2		Total.
									3′ 3-3/8″ GAUGE.
590,4	662,3	42,60,7	8,1	8,2	1,00,5	3,8	12,4	1,44,8	Assam-Bengal
968,9	1,519,8	99,12,7	†	†	†	30,1	56,6	9,10,6	Bengal and North Western.
782,5	1,856,0	*	4,4	7,6	*	86,3	128,5	..	Bombay, Baroda and Central India.
306,8	677,9	*	8	2,5	*	1,8	29,6	*	Eastern Bengal.
422,6	698,9	49,59,4	21,9	23,7	1,24,7	1,2	13,1	1,90,9	Jodhpur.
997,5	1,365,1	*	10,3	11,0	*	14,4	35,5	*	Madras and Southern Mahratta.
264,4	361,9	18,57,8	1,2	2,3	12,1	7,7	13,0	1,29,2	Mysore State.
257,5	370,4	*	2,1	2,1	*	4,9	8,9	*	Nizam's State.
367,9	418,8	18,81,6	2	3	4,3	3,1	13,4	1,07,0	Rohilkund and Kumaon.
1,166,8	1,318,5	*	11,0	12,4	*	50,3	61,4	*	South Indian.
6,125,3	9,249,6		60,0	70,1		203,6	372,2		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
418,4	473,9	*	..	..	*	1,6	7,4	*	Bengal-Nagpur.
124,5	171,2	*	6	2,2	*	1	1,1	*	Bombay, Baroda and Central India.
..	1	*	..	..	..	..	2	*	Eastern Bengal.
40,7	65,5	*	..	..	..	1,1	2,4	*	Great Indian Peninsula.
18,6	18,9	††	..	..	..	2	3	††	Mysore State.
136,5	174,3	*	2,6	2,6	*	1	3,6	*	North Western.
17,9	23,9	*	1	1	*	..	2	*	South Indian.
756,6	927,8		3,3	4,9		3,1	15,2		Total.
23,362,7	32,371,8	25,14,31,4	151,0	178,5	14,53,8	733,7	1,253,6	2,60,91,4	Total, 1939-40.
23,101,5	31,849,7	24,11,58,5	158,4	176,6	15,30,6	718,5	1,249,3	2,58,76,3	Total, 1938-39.
261,2	522,1	1,02,72,9	..	1,9	..	15,2	4,3	2,15,1	Increase.
..	..	..	7,4	..	76,8	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

III. Light

Railway.	(3) Fodder.			(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk).		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
84	85	86	87	88	89	90	91	92	93
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	77,7	89,0	4,30,8	36,9	78,4	10,31,8	6,5	18,6	2,48,9
Bombay, Baroda and Central India	207,7	225,0	29,77,2	32,4	60,0	13,33,4	6,1	63,1	22,45,8
Eastern Bengal	29,7	40,2	2,45,5	247,8	266,0	8,50,6	5,5	10,7	3.95,0
East Indian	160,4	195,8	8,60,3	1,078,4	1,130,2	23,14,1	125,0	142,5	11,16,1
Great Indian Peninsula	248,1	303,4	18,46,5	94,0	132,5	12,40,9	32,0	103,8	10,73,9
Madras and Southern Mahratta	38,6	97,6	8,65,7	84,4	144,5	17,73,7	31,8	46,6	8,56,2
Nizam's State	17,1	22,5	2,03,6	1,8	9,3	2,13,8	5	7,0	1,37,9
North Western	227,2	332,5	14,38,2	248,4	294,5	22,41,5	147,1	187,3	20,91,8
South Indian	11,1	14,8	2,33,8	77,7	89,6	13,44,9	15,9	17,5	4,15,1
Total	1,017,6	1,320,8		1,901,8	2,205,0		370,4	597,1	
3′ 3 3/8″ GAUGE.									
Assam-Bengal	9,9	10,8	25,3	24,6	32,4	2,02,4	6,0	17,4	84,6
Bengal and North Western	35,7	36,7	1,56,1	1,443,1	1,483,2	19,09,4	58,4	64,5	4,35,4
Bombay, Baroda and Central India	101,3	223,7	*	111,4	138,3	*	6,7	121,1	*
Eastern Bengal	17,3	29,7	*	60,1	100,5	*	3,6	53,0	*
Jodhpur	23,9	55,7	3,99,9	8,4	16,9	1,01,3	1,0	13,6	1,24,1
Madras and Southern Mahratta	57,1	93,5	*	52,1	65,3	*	44,7	58,9	*
Mysore State	6,4	7,2	19,0	112,3	117,3	2,19,8	9,6	12,1	69,3
Nizam's State	12,5	13,2	*	63,1	64,9	*	2,9	7,1	*
Rohilkund and Kumaon	7,2	7,5	27,4	527,4	554,8	5,00,0	77,9	78,0	4,39,5
South Indian	27,6	29,6	*	132,9	154,1	*	24,2	29,2	*
Total	298,9	507,6		2,535,4	2,727,7		235,0	454,9	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	4,3	5,5	*	1,3	3,0	*	5	2,2	*
Bombay, Baroda and Central India	1,7	1,9	*	1,3	2,1	*	2	3,3	*
Eastern Bengal	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	3,5	10,8	*	3	4	*	8,2	10,7	*
Mysore State	2	2	†	10,6	10,7	†	1,0	1,1	†
North Western	9	2,9	*	20,3	22,4	*	4	4,0	*
South Indian	3	3	*	8	1,1	*	2	2	*
Total	10,9	21,6		34,6	39,7		10,5	21,5	
Total, 1939-40	1,327,4	1,850,0	97,29,3	4,471,8	4,972,4	1,52,77,6	615,9	1,073,5	97,33,6
Total, 1938-39	1,319,4	1,771,6	86,51,6	3,118,8	3,533,2	1,27,25,7	584,1	1,013,4	88,13,0
Increase	8,0	78,4	10,77,7	1,353,0	1,439,2	25,51,9	31,8	60,1	9,20,6
Decrease	..	..	..	..	..	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

†† Not compiled.

§ Included under "Other Commodities."

† Shown under 3′ 3⅜″ Gauge.

Railways and the earnings therefrom for the year 1939-40. (*In hundreds*)—contd.

Merchandise—*contd.*

(6) Jute, raw.			(7) Iron and Steel, wrought.			(8) Kerosene oil in tins.			Railway.
Originating on Home line whether local or Foreign. 94	‡ Total. 95	Earnings. 96	Originating on Home line whether local or Foreign. 97	‡ Total. 98	Earnings. 99	Originating on Home line whether local or Foreign. 100	‡ Total. 101	Earnings. 102	103
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
13,8	35,8	2,81,5	717,0	736,8	59,28,2	8,1	24,7	4,11,0	Bengal-Nagpur.
..	..	..	58,5	82,6	21,41,6	41,9	43,3	9,26,0	Bombay, Baroda and Central India.
328,4	746,6	1,00,18,1	41,2	120,8	9,54,2	93,2	93,2	7,52,3	Eastern Bengal.
47,5	103,9	6,51,1	269,0	535,2	74,68,1	18,0	69,6	13,37,5	East Indian.
..	..	..	82,4	250,1	35,27,6	50,2	51,8	11,39,6	Great Indian Peninsula.
§	§	§	54,0	148,5	20,14,0	33,9	34,0	6,03,7	Madras and Southern Mahratta.
..	..	9	4,9	21,4	3,55,3	3	4,7	1,01,9	Nizam's State.
1	2	1,3	136,0	205,5	45,26,5	54,2	54,4	18,51,2	North Western.
..	..	4	11,7	31,6	7,23,9	12,4	14,1	2,95,7	South Indian.
389,8	886,5		1,374,7	2,131,5		312,2	389,8		Total.
									3′ 3-3/8″ Gauge.
182,5	188,9	9,27,7	19,6	49,4	4,12,2	68,6	70,2	6,91,8	Assam-Bengal.
20,7	34,4	3,05,8	23,7	42,1	3,88,0	5,5	14,2	1,19,0	Bengal and North Western.
..	..	..	17,0	58,9	*	1,1	18,7	*	Bombay, Baroda and Central India.
451,0	501,8	*	5,4	39,4	*	5,3	37,7	*	Eastern Bengal.
..	..	4	2,7	17,3	2,18,8	2	7,2	1,45,3	Jodhpur.
§	§	§	20,0	56,4	*	18,4	25,3	*	Madras and Southern Mahratta.
..	..	..	39,3	44,3	1,79,7	3,8	8,9	55,8	Mysore State.
..	..	..	4,8	13,8	*	3	4,3	*	Nizam's State.
††	††	††	4,2	12,3	77,5	1,9	4,2	19,1	Rohilkund and Kumaon.
1	1	*	26,8	40,4	*	15,7	18,4	*	South Indian.
654,3	725,2		163,5	374,3		120,8	209,1		Total.
									2′ 6″ and 2′ 0″ Gauges.
1	2	*	2,4	6,9	*	8	3,6	*	Bengal-Nagpur.
..	..	..	5	2,0	*	2	2,8	*	Bombay, Baroda and Central India.
..	..	..	..	..	*	..	..	.	Eastern Bengal.
..	..	..	1,0	2,3	*	1,7	3,8	*	Great Indian Peninsula.
..	..	..	1	3	†	5	5	†	Mysore State.
..	..	..	7	3,8	*	1	2,4	*	North Western.
..	..	..	1	4	*	1	1,0	*	South Indian.
1	2		4,8	15,7		3,4	14,1		Total.
1,044,2	1,611,9	1,21,87,2	1,543,0	2,521,5	2,89,15,6	436,4	613,0	84,49,9	Total, 1939-40.
1,024,9	1,583,6	1,18,29,0	1,498,1	2,425,0	2,63,36,7	426,2	596,5	82,11,6	Total, 1938-39.
19,3	28,3	3,58,2	44,9	96,5	25,78,9	10,2	16,5	2,38,3	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

III.—Light

Railway.	(9) Petrol in tins.			(10) Tobacco.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
104	105	106	107	108	109	110
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	3,8	4,9	83,8	15,8	42,9	9,71,9
Bombay, Baroda and Central India	6,0	6,1	1,75,5	38,3	42,3	11,37,1
Eastern Bengal	2,9	2,9	68,4	15,0	28,2	7,77,0
East Indian	4,0	4,7	62,6	25,8	53,2	9,81,8
Great Indian Peninsula	4,7	5,4	91,9	9,8	42,6	10,83,5
Madras and Southern Mahratta	3,8	3,9	91,9	67,4	87,2	17,00,3
Nizam's State	7	8	20,9	1,9	10,1	2,79,7
North Western	8,5	8,7	1,68,3	26,6	33,2	7,32,0
South Indian	1,9	2,1	70,9	14,8	18,4	4,38,2
Total	36,3	39,5		215,4	358,1	
3′ 3-3/8″ GAUGE.						
Assam Bengal	3,1	7,6	90,3	2,5	12,1	1,46,2
Bengal and North Western	8	8	8,8	30,2	33,9	4,93,3
Bombay, Baroda and Central India	3,7	5,2	*	9,6	23,6	*
Eastern Bengal	8	1,8	*	20,9	36,6	*
Jodhpur	1,0	1,9	45,9	6	4,5	74,6
Madras and Southern Mahratta	2,6	3,0	*	24,1	30,4	*
Mysore State	8	8	8,8	3,8	7,7	80,0
Nizam's State	2	7	*	3,1	4,6	*
Rohilkund and Kumaon	3	3	2,3	2,5	4,3	41,2
South Indian	2,3	2,4	*	9,7	15,3	*
Total	15,6	24,5		107,0	173,0	
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	8	1,1	*	1,6	4,5	*
Bombay, Baroda and Central India	..	2	*	2	4	*
Eastern Bengal	..	..	..	..	3	*
Great Indian Peninsula	1	2	*	..	5	*
Mysore State	..	..	..	1	8	††
North Western	1	3	*	2	1,8	*
South Indian	..	1	*	..	6	*
Total	1,0	1,9		2,1	8,9	
Total, 1939-40	52,9	65,9	9,80,3	324,5	540,0	89,36,8
Total, 1938-39	57,4	72,6	13,20,3	325,3	540,8	87,74,1
Increase	..	..	..	..	..	1,62,7
Decrease	4,5	6,7	3,40,0	8	8	..

* Shown under 5′ 6″ gauge.

‡ In these totals, consignments passing over two or more gauges or railways are considered as two or more separate consignments.

†† Shown under 3′ 3⅜″ gauge.

† Includes Tea, Indian, 75,4 tons and Rs. 17,92,6.

Railways and the earnings therefrom for the year 1939-40. (*In hundreds*)—contd.

Merchandise—*concld.*

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
111	112	113	114	115	116	117	118	119	120
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
98,9	166,7	26,85,7	27,3	28,4	1,18,8	1,027,4	1,330,3	1,43,11,2	Bengal-Nagpur.
87,4	125.3	33,47,5	30,1	42,3	2,74,2	626,7	820,3	2,24,22,1	Bombay, Baroda and Central India.
51,7	117,5	29,42,0	9,1	16,0	1,09,2	855,4	1,487,1	1,80,31,1	Eastern Bengal.
116,9	182,1	43,18,1	23,0	24,7	1,80,4	1,948,5	2,558,6	2,15,54,0	East Indian.
102,3	201,4	39,22,1	12,4	12,8	56,5	777,3	1,311,0	1,88,96,5	Great Indian Peninsula.
60,0	154,7	28,11,0	32,4	34,8	1,56,3	434,6	838,8	1,29,22,0	Madras and Southern Mahratta.
28,9	56,9	9,02,9	13,7	16,5	1,56,9	76,8	170,6	28,60,0	Nizam's State.
152,1	184,5	46,87,2	2,0	4,0	13,3	1,140,9	1,502,7	2,13,55,1	North Western.
121,3	153,0	33,36,3	17,3	35,9	4,14,1	333,1	436,1	88,67,4	South Indian.
820,0	1,342,1		167,8	215,4		7,220,7	10,455,5		Total.
									3′ 3-3/8″ GAUGE.
105,2†	131,3†	22,98,9†	19,2	30,1	2,10,9	453,1	570,8	53,35,6	Assam-Bengal.
56,8	78,7	9,71,5	8,0	9,0	44,9	1,713,0	1,854,1	57,42,8	Bengal and North Western.
32,3	80,9	*	7,2	9,2	*	381,0	815,5	*	Bombay, Baroda and Central India.
39,2	124,0	*	6	14,0	*	606,8	970,6	*	Eastern Bengal.
4,2	21,8	2,76,0	2	1,1	1,8	65,3	176,8	17,03,7	Jodhpur.
42,1	92,3	*	2,0	4,3	*	287,8	475,9	*	Madras and Southern Mahratta.
46,1	59,8	3,77,6	14,5	24,6	63,9	245,5	298,0	12,15,2	Mysore State.
22,1	31,3	*	10,2	14,1	*	126,2	165,0	*	Nizam's State.
4,8	9,5	69,9	6	1,8	8,0	630,1	686,4	12,96,2	Rohilkund and Kumaon.
116,2	142,8	*	29,9	53,6	*	446,7	559,7	*	South Indian.
469,0	772,4		92,4	161,8		4,955,5	6,572,8		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
9,0	19,8	*	2	6	*	22,6	54,8	*	Bengal-Nagpur.
3,4	6,3	*	7,1	7,2	*	15,3	29,5	*	Bombay, Baroda and Central India.
2,3	2,4	*	..	..	..	2,3	2,9	*	Eastern Bengal.
2	3,1	*	..	1	*	16,1	34,3	*	Great Indian Peninsula.
3,8	4,1	††	..	2	††	16,5	18,2	††	Mysore State.
3,4	7,1	*	..	..	..	28,8	50,9	*	North Western.
5,7	6,5	*	4	4	*	7,7	10,9	*	South Indian.
27,8	49,3		7,7	8,5		109,3	201,5		Total.
1,316,8	2,163,8	3,29,48,2	267,9	385,7	18,09,2	12,285,5	17,229,8	15,65,12,9	Total, 1939-40.
1,254,2	2,044,4	3,06,15,4	281,5	399,0	19,30,5	10,766,8	15,406,0	14,66,14,8	Total, 1938-39.
62,6	119,4	23,32,8	..	..	..	1,518,7	1,823,8	98,98,1	Increase.
..	..	..	13,6	13,3	1,21,3	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
121	122	123	124	125	126	127	128	129	130
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	1,837,8	2,152,1	1,41,21,0	7,664,9	8,762,2	5,71,39,4	13,9	17,9	1,38,5
Bombay, Baroda and Central India	906,1	1,070,0	1,50,01,2	2,768,7	3,759,0	6,96,22,4	2,7	3,5	96,5
Eastern Bengal	254,4	452,8	32,27,8	1,753,3	2,794,3	2,89,17,0	20,1	123,5	1,11,2
East Indian	2,304,1	2,885,8	2,45,99,4	6,820,4	9,430,2	7,57,73,9	36,1	56,4	4,70,8
Great Indian Peninsula	1,659,0	1,964,8	1,98,51,1	4,254,8	6,362,8	7,51,44,8	53,4	91,2	8,94,2
Madras and Southern Mahratta	369,0	792,4	94,47,9	1,575,9	2,936,4	4,42,03,1	3,1	10,3	1,41,8
Nizam's State	57,1	157,5	20,54,6	463,6	994,6	1,25,04,3	5,9	18,5	1,01,7
North Western	1,088,9	1,374,4	1,80,67,3	6,096,6	7,281,4	9,10,61,0	265,1	301,4	23,46,0
South Indian	294,0	359,6	63,13,7	1,073,7	1,538,4	2,80,96,7	2,2	6,1	83,9
Total	8,770,4	11,209,4		32,471,9	43,859,3		402,5	628,8	
3′ 3-3/8″ GAUGE.									
Assam-Bengal	84,2	125,1	11,52,7	1,127,7	1,358,2	1,07,49,0	3	1,2	2,9
Bengal and North Western	206,6	362,7	29,31,6	2,888,5	3,736,6	1,85,87,1	5,0	5,1	23,7
Bombay, Baroda and Central India	280,2	596,3	*	1,443,7	3,267,8	*	1,6	4,3	*
Eastern Bengal	66,7	153,5	*	980,3	1,802,0	*	4	3,5	*
Jodhpur	92,0	142,1	12,06,4	579,9	1,017,8	78,69,5	..	1,6	28,7
Madras and Southern Mahratta	219,2	343,1	*	1,504,5	2,184,1	*	3,4	6,0	*
Mysore State	84,7	162,0	11,71,0	594,6	821,9	42,44,0	1,3	6,9	15,7
Nizam's State	35,3	63,8	*	419,0	599,2	*	6	3,4	*
Rohilkund and Kumaon	69,1	111,9	5,36,8	1,067,1	1,217,1	37,14,6	5,2	5,4	20,1
South Indian	185,7	288,4	*	1,799,2	2,166,6	*	6	4,4	*
Total	1,323,7	2,348,9		12,404,5	18,171,3		18,4	41,8	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	72,6	92,1	*	513,6	620,8	*	..	4	*
Bombay, Baroda and Central India	29,0	37,7	*	168,8	238,4	*	..	..	..
Eastern Bengal	1	4	*	2,4	3,4	*		..	..
Great Indian Peninsula	3,7	8,6	*	60,5	108,4	*		..	..
Mysore State	3,9	5,2	†	39,0	42,3	†	..	..	..
North Western	33,8	71,0	*	199,1	296,2	*	13,3	37,5	*
South Indian	3,0	5,4	*	28,6	40,2	*	..	..	..
Total	146,1	220,4		1,012,0	1,349,7		13,3	37,9	
Total, 1939-40	10,240,2	13,778,7	11,96,82,5	45,888,4	63,380,3	52,76,26,8	434,2	708,5	44,75,7
Total, 1938-39	10,500,8	14,069,9	11,77,01,1	44,369,1	61,325,6	50,54,74,4	324,5	459,7	30,94,6
Increase	..	..	19,81,4	1,519,3	2,054,7	2,21,52,4	109,7	248,8	13,81,1
Decrease	260,6	291,2	..	..	..	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Shown under 3′ 3¾″ gauge.

Railways and the earnings therefrom for the year 1939-40 (*In hundreds*)--contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX.—Materials and Stores on Revenue Account. (1) Fuel.			
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Railway.
131	132	133	134	135	136	137	138	139	140
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
10,8	11,7	1,14,4	247,3	275,2	11,83,2	1,085,3	1,085,3	29,33,7	Bengal-Nagpur.
33,8	48,5	20,65,8	26,4	44,1	3,36,2	11,4	399,3	15,81,9	Bombay, Baroda and Central India.
5,8	6,7	1,48,0	510,7	530,3	6,60,2	16,6	324,7	9,07,7	Eastern Bengal.
28,2	44,8	16,68,2	1,126,9	1,137,6	8,88,9	2,020,8	2,020,8	69,94,2	East Indian.
20,4	22,2	4,10,4	130,1	169,2	3,90,1	804,1	1,106,6	29,30,3	Great Indian Peninsula.
9,1	9,7	2,00,1	19,0	62,4	3,64,8	2,1	552,8	30,04,1	Madras and Southern Mahratta.
4	7	24,3	13,0	22,1	83,3	234,1	234,1	3,62,4	Nizam's State.
37,7	37,8	5,87,3	631,9	633,4	6,42,5	43,2	1,090,0	43,38,9	North Western.
1,4	2,0	71,5	113,0	114,2	30,9	10,7	261,8	8,59,0	South Indian.
147,6	184,1		2,818,3	2,988,5		4,228,3	7,075,4		Total.
									3′ 3-3/8″ GAUGE.
1,9	2,1	32,5	62,5	67,0	88,9	15,5	111,7	2,44,5	Assam-Bengal.
10,5	13,0	1,84,8	91,9	139,5	1,75,4	47,5	279,9	5,71,0	Bengal and North Western.
20,6	25,5	*	78,6	133,6	*	10,2	267,5	*	Bombay, Baroda and Centra India.
7	6,9	*	82,2	104,5	*	12,4	150,4	*	Eastern Bengal.
1,2	1,4	15,1	215,8	236,8	1,53,1	5,0	84,2	2,12,7	Jodhpur.
2,5	2,8	*	7,9	32,4	*	199,8	199,8	*	Madras and Southern Mahratta.
1,8	2,8	22,0	16,2	17,0	29,7	1,5	50,5	66,9	Mysore State.
9	9	*	8	4,6	*	1	35,5	*	Nizam's State.
4	5	5,1	59,5	61,4	1,87,1	72,2	72,2	27,6	Rohilkund and Kumaon.
1,6	1,6	*	81,8	82,4	*	20,4	177,8	*	South Indian.
42,1	57,5		697,2	879,2		384,6	1,429,5		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
..	..	*	28,3	28,3	*	58,8	62,1	*	Bengal-Nagpur.
1	1	*	2,7	2,8	*	7	1,7	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	1,2	1,2	†	..	8	†	Mysore State.
1	4	*	48,7	50,6	*	16,0	16,0	*	North Western.
..	..	..	..	..	..	..	..	..	South Indian.
2	5		80,9	82,9		75,5	80,6		Total.
189,9	242,1	55,49,5	3,596,4	3,950,6	52,14,3	4,688,4	8,585,5	2,50,34,9	Total, 1939-40.
175,5	225,4	54,83,2	2,957,4	3,220,0	47,12,4	4,329,8	8,204,5	2,32,98,9	Total, 1938-39.
14,4	16,7	66,3	639,0	730,6	5,01,9	358,6	381,0	17,36,0	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by* ***Class I Railways*** *and the earnings therefrom for the year 1939-40 (In hundreds)*—concld.

Railway.	IX.—Materials and Stores on Revenue Account—*concld.*						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.					
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
141	142	143	144	145	146	147	148	149	150
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	824,8	837,2	5,97,5	1,910,1	1,922,5	35,31,2	17,891,6	19,754,8	8,76,69,5
Bombay, Baroda and Central India	254,1	268,7	2,47,7	265,5	658,0	18,29,6	3,206,3	5,732,9	8,00,11,7
Eastern Bengal	276,4	344,1	6,45,2	293,0	668,8	15,52,9	2,630,9	5,677,2	3,49,65,6
East Indian	2,226,7	2,370,9	19,53,4	4,247,5	4,391,7	89,47,6	24,465,4	28,632,3	15,02,19,5
Great Indian Peninsula	981,5	981,5	5,20,8	1,785,6	2,088,1	34,51,1	7,229,6	11,573,9	9,28,42,3
Madras and Southern Mahratta	230,1	232,0	2,69,6	232,2	784,8	32,73,7	1,931,7	4,603,8	5,29,55,5
Nizam's State	61,1	61,6	97,0	295,2	295,7	4,59,4	1,884,6	2,457,2	1,72,91,4
North Western	1,703,5	1,725,7	9,69,5	1,746,7	2,815,7	53,08,4	9,338,5	12,983,4	10,67,91,4
South Indian	338,9	345,4	2,71,2	349,6	607,2	11,30,2	1,606,9	2,350,8	3,00,46,9
Total	6,897,1	7,157,1		11,125,4	14,232,5		70,184,6	93,766,3	
3′ 3-3/8″ GAUGE.									
Assam-Bengal	221,3	236,2	2,88,2	236,8	347,9	5,32,7	1,462,5	1,923,8	1,17,89,7
Bengal and North Western	195,4	209,5	2,30,0	242,9	489,4	8,01,0	3,361,0	4,836,7	2,10,42,1††
Bombay, Baroda and Central India	95,9	106,9	*	106,1	374,4	*	1,722,9	4,378,8	*
Eastern Bengal	324,7	348,8	*	337,1	499,2	*	1,407,5	2,833,5	*
Jodhpur	240,1	243,4	83,8	245,1	327,6	2,96,5	1,060,5	1,631,3	85,77,1
Madras and Southern Mahratta	75,2	77,1	*	275,0	276,9	*	1,899,0	2,665,4	*
Mysore State	13,5	14,8	17,3	15,0	65,3	84,2	677,3	1,008,3	45,80,7
Nizam's State	98,8	100,3	*	98,9	135,8	*	536,6	820,7	*
Rohilkund and Kumaon	56,6	56,6	34,1	128,8	128,8	61,7	1,447,3	1,628,4	43,36,1
South Indian	912,0	921,1	*	932,4	1,098,9	*	2,927,6	3,473,8	*
Total	2,233,5	2,314,7		2,618,1	3,744,2		16,502,2	25,200,7	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	162,4	165,4	*	221,2	227,5	*	856,3	994,5	*
Bombay, Baroda and Central India	15,7	16,1	*	16,4	17,8	*	216,2	292,8	*
Eastern Bengal	1,4	1,4	*	1,4	1,4	*	3,8	4,8	*
Great Indian Peninsula	13,5	13,5	*	13,5	13,5	*	74,4	134,5	*
Mysore State	7	7	†	7	1,5	†	48,3	52,4	†
North Western	42,5	46,0	*	58,5	62,0	*	438,9	588,9	*
South Indian	2,9	3,4	*	2,9	3,4	*	35,1	47,2	*
Total	239,1	246,5		314,6	327,1		1,673,0	2,115,1	
Total, 1939-40	9,369,7	9,718,3	62,25,3	14,058,1	18,303,8	3,12,60,2	88,359,8	121,082,1	70,31,19,5
Total, 1938-39	9,474,3	9,763,7	62,38,5	13,804,1	17,968,2	2,95,37,4	84,367,9	115,215,0	66,41,76,8
Increase	..	..	..	254,0	335,6	17,22,8	3,991,9	5,867,1	3,89,42,7
Decrease	104,6	45,4	13,2	..	..	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

†† Shown under 3′ 3½″ gauge.

† Include steam boat earnings.

30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1939-40.

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	A. I. (1110).—Administrative and Executive officers.			A. I (1120).—Subordinate supervising staff.			A. I (1130).—Office Staff.		
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
1	2	3	4	5	6	7	8	9	10
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
5′ 6″ Gauge.									
Bengal-Nagpur	5,71,715	192·3	0·83	6,29,793	211·9	0·91	6,38,588	214·8	0·92
Bombay, Baroda and Central India	2,87,456	169·3	0·68	3,62,597	213·5	0·85	4,08,649	240·6	0·96
Eastern Bengal	2,83,643	192·5	0·73	2,59,297	176·0	0·67	3,29,766	223·8	0·85
East Indian	7,76,931	118·4	0·59	10,82,901	165·1	0·83	8,54,230	130·2	0·65
Great Indian Peninsula	6,14,464	130·4	0·68	7,05,979	149·8	0·78	7,27,904	154·5	0·80
Madras and Southern Mahratta	2,19,717	140·5	0·77	1,82,696	116·9	0·64	2,56,516	164·1	0·89
Nizam's State	95,183	150·1	1·31	72,849	114·9	1·00	76,159	120·1	1·04
North Western	9,62,091	117·7	0·85	11,57,179	141·5	1·02	7,29,764	89·2	0·64
South Indian	93,475	117·6	0·81	1,02,090	128·5	0·89	1,01.668	127·9	0·89
3′ 3¾″ Gauge.									
Assam Bengal	2,15,757	205·5	1·28	1,95,622	186·3	1·16	1,57,520	150·0	0·94
Bengal and North Western	2,73,464	*	1·48	1,22,098	*	0·66	1,22,746	*	0·67
Bombay, Baroda and Central India	2,49,371	166·3	0·81	2,97,509	198·4	0·97	3,17,010	211·4	1·04
Eastern Bengal	73,261	76·7	0·44	1,07,469	112·4	0·65	1,24,911	130·7	0·76
Jodhpur	78,759	99·8	1·02	49,082	62·2	0·64	55,264	70·0	0·72
Madras and Southern Mahratta	1,99,986	122·9	1·01	1,92,383	118·2	0·97	1,97,768	121·5	1·00
Mysore State	34,478	80·1	0·64	50,599	117·5	0·94	40,654	94·4	0·76
Nizam's State	83,458	180·2	1·58	70,177	151·5	1·33	60,954	131·6	1·16
Rohilkund and Kumaon	47,123	*	1·27	31,370	*	0·84	23,672	*	0·64
South Indian	2,71,299	151·7	1·01	2,90,458	162·4	1·09	2,87,193	160·6	1·07
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	48,440	77·7	0·91	89,600	143·8	1·69	55,401	88·9	1·05
Bombay, Baroda and Central India	17,223	127·9	1·89	14,480	107·5	1·58	3,033	22·5	0·33
Eastern Bengal	602	25·0	0·44	20	0·83	0·01	281	11·7	0·20
Great Indian Peninsula	4,572	30·2	1·09	8,261	54·5	1·97	4,329	28·5	1·04
Mysore State	1,671	26·6	0·69	2,453	39·1	1·01	1,971	31·4	0·81
North Western	87,608	152·0	1·52	94,576	164·0	1·64	69,791	121·1	1·21
South Indian	14,050	185·1	3·43	7,457	98·3	1·82	13,910	183·3	3·40

*Information not available.

Class I Railways for the year 1939-40.

STRUCTURAL WORKS.

A. I.—(1200—1800)—OTHER ITEMS—TOTAL.			A. I.—GENERAL ADMINISTRATION—TOTAL.			A. II-(2110)—TRACK—ORDINARY REPAIRS AND MAINTENANCE.			A. II-(2120 & 2130)—BRIDGES—ORDINARY REPAIRS AND MAINTENANCE.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per 100 lineal feet of opening per track.	Percentage of total working expenses.	
11	12	13	14	15	16	17	18	19	20	21	22	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ GAUGE.
3,63,955	122·4	0·53	22,04,051	741·5	3·19	26,41,212	888·5	3·83	3,12,749	170·1	0·45	B. N.
1,67,441	98·6	0·39	12,26,143	722·0	2·88	17,39,185	1,024·1	4·08	1,94,980	144·0	0·46	B. B. & C. I.
2,95,581	200·6	0·77	11,68,287	792·9	3·02	11,51,982	781·8	2·98	1,01,238	152·2	0·26	E. B.
5,33,344	81·3	0·41	32,47,406	495·0	2·48	53,39,691	813·9	4·07	4,80,151	106·9	0·37	E. I.
4,01,191	85·2	0·44	24,49,538	519·9	2·70	42,06,110	892·7	4·64	1,56,853	68·1	0·17	G. I. P.
1,33,539	85·4	0·47	(b) 7,92,468	506·9	2·77	12,15,599	777·6	4·25	86,385	75·8	0·30	M. & S. M.
41,263	65·1	0·57	2,85,454	450·0	3·92	4,99,817	788·2	6·87	26,960	0·85	0·37	N. S.
4,36,845	53·4	0·38	32,85,879	401·8	2·89	49,88,636	610·1	4·38	2,60,789	66·2	0·23	N. W.
61,525	77·4	0·54	3,58,758	451·4	3·13	4,04,496	508·9	3·53	51,771	107·9	0·45	S. I.
												3′ 3⅜″ GAUGE.
75,151	71·5	0·45	6,44,050	613·3	3·83	10,18,446	969·9	6·05	1,15,697	136·9	0·69	A. B.
54,197	*	0·29	5,72,505	*	3·10	8,70,322	*	4·71	75,683	*	0·41	B. & N. W.
1,22,120	81·4	0·40	9,86,010	657·5	3·22	13,24,506	883·2	4·33	44,513	43·9	0·15	B. B. & C. I.
49,211	51·5	0·30	3,54,852	371·3	2·15	7,73,892	809·7	4·70	36,931	55·1	0·23	E. B.
37,316	47·2	0·49	2,20,421	279·2	2·87	5,02,571	636·6	6·54	30,752	145·4	0·40	Jodhpur.
1,11,883	68·8	0·56	(b) 7,02,020	431·4	3·54	13,25,024	814·2	6·68	65,983	58·3	0·33	M. & S. M.
14,413	33·5	0·27	1,40.144	325·6	2·61	5,20,755	1,209·7	9·67	15,016	44·1	0·28	M. S.
33,594	72·5	0·63	2,48,183	535·7	4·70	4,20,470	907·6	7·97	26,090	0·82	0·49	N. S.
8,388	*	0·22	1,10,553	*	2·97	2,75,509	*	7·41	52,509	*	1·41	R. & K.
1,61,692	90·4	0·60	10,10,642	565·1	3·77	10,57,376	591·3	3·95	82,175	66·0	0·31	S. I.
												2′ 6″ & 2′ 0″ GAUGES.
18,160	29·2	0·34	2,11,601	339·6	3·99	5,27,565	846·7	9·95	32,295	68·8	0·61	B. N.
1,005	7·46	0·11	35,741	265·4	3·91	1,08,151	803·1	11·9	1,843	*	0·20	B. B. & C. I.
252	10·5	0·19	1,155	47·9	0·84	14,860	616·6	10·8	125	27·1	0·09	E. B.
1,412	9·31	0·34	18,574	122·5	4·44	84,559	557·6	20·2	1,306	9·84	0·31	G. I. P.
698	11·1	0·29	6,793	108·2	2·80	25,241	401·9	10·4	728	21·4	0·30	M. S.
50,012	86·7	0·87	3,01,987	523·8	5·24	4,95,604	859·6	8·59	46,941	81·1	0·82	N. W.
7,920	104·4	1·93	43,337	571·1	10·6	33,220	437·7	8·11	927	34·7	0·23	S. I.

*Information not available.

(b) Includes expenditure booked under "Furniture and Sundries" (A. 2230—of the Capital and Revenue Accounts) B. G. Rs. 1,902 M. G. Rs. 326.

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	A. II-(2150)—Service Buildings,—Ordinary, Repairs and Maintenance.			A. II (2160)—Residential Staff-quarters—Ordinary, Repairs and Maintenance.			A. II-(2140, 2170, 2180 and 2190) —Other Items—Ordinary, Repairs and Maintenance.		
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
	23	24	25	26	27	28	29	30	31
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpur	3,86,181	7·80	0·56	9,75,634	8·69	1·41	3,13,960	105·6	0·46
Bombay, Baroda and Central India	2,83,893	*	0·67	2,62,057	*	0·62	78,295	46·1	0·18
Eastern Bengal	1,97,415	4·02	0·51	3,13,178	5·44	0·81	1,94,002	131·7	0·50
East Indian	‡11,35,776	6·73	0·87	9,71,187	4·03	0·74	††4,57,216	69·7	0·35
Great Indian Peninsula	3,71,468	3·07	0·41	4,80,082	3·96	0·53	2,45,555	52·1	0·27
Madras and Southern Mahratta	1,07,677	2·30	0·38	1,17,631	2·33	0·41	70,035	44·8	0·24
Nizam's State	12,484	*	0·17	54,514	*	0·75	17,313	27·3	0·24
North Western	6,16,091	1·10	0·54	6,78,331	2·12	0·60	1,50,182	18·4	0·13
South Indian	28,584	2·19	0·25	33,501	2·04	0·29	13,286	16·7	0·12
3′ 3¾″ Gauge.									
Assam Bengal	98,303	*	0·58	2,59,734	*	1·54	84,212	80·2	0·50
Bengal and North Western	1,47,176	*	0·79	1,38,410	*	0·75	2,89,906	*	1·57
Bombay, Baroda and Central India	1,46,747	4·13	0·48	2,19,329	3·31	0·72	62,768	41·9	0·20
Eastern Bengal	85,673	6·72	0·52	1,27,499	7·35	0·77	73,046	76·4	0·44
Jodhpur	25,286	2·51	0·33	64,202	4·43	0·83	15,852	20·1	0·21
Madras and Southern Mahratta	68,453	3·86	0·35	79,130	2·02	0·40	61,520	37·8	0·30
Mysore State	32,454	3·17	0·60	21,137	1·86	0·39	16,703	38·8	0·31
Nizam's State	15,828	*	0·30	52,949	*	1·00	14,265	30·8	0·27
Rohilkund and Kumaon	§81,449	*	§2·19	†	*	†	†	*	†
South Indian	1,27,078	2·68	0·47	1,23,120	2·39	0·46	65,325	36·5	0·24
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	34,563	7·32	0·65	62,729	7·84	1·18	18,413	29·6	0·35
Bombay, Baroda and Central India	1,809	*	0·20	2,107	*	0·23	737	5·47	0·08
Eastern Bengal	431	1·88	0·31	1,008	3·73	0·73	679	28·2	0·50
Great Indian Peninsula	1,473	1·12	0·35	2,435	1·87	0·58	1,310	8·64	0·31
Mysore State	1,573	3·57	0·65	1,024	2·23	0·42	809	12·9	0·33
North Western	32,940	1·58	0·57	45,697	2·91	0·79	10,442	18·1	0·18
South Indian	1,260	5·05	0·31	1,296	3·27	0·32	798	10·5	0·19

* Information not available.
† Included under Service Buildings.
‡ Excludes expenditure incurred on Electric Power Stations and Sub-Stations.
†† Includes expenditure on Electric Power Stations and Sub-Stations.
§Includes Residential Staff Quarters and Other Items.

Class I Railways for the year 1939-40—contd.

STRUCTURAL WORKS—*contd.*

A. II-(2190)—Structural Works—Total Ordinary. Repairs and Maintenance.			A. II-(2190)—Structural Works—Total Special, Repairs and Maintenance.			A. II (2100)—Structural Works—Total Repairs and Maintenance.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses	Total amount.	Per equated track mile.	Percentage of total working expenses.	
32	33	34	35	33	37	38	39	40	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
46,29,733	1,537·5	6·71	72,385	24·4	0·10	47,02,121	1,581·8	6·81	B. N.
25,58,410	1,506·5	6·01	5,672	3·34	0·01	25,64,082	1,509·8	6·02	B. B. & C. I.
19,57,815	1,328·7	5·08	11,31,055	767·6	2·92	30,88,870	2,096·3	7·98	E. B.
83,84,021	1,277·3	6·40	3,44,118	52·4	0·26	87,28,139	1,330·3	6·66	E. I.
54,60,063	1,158·8	6·02	1,28,633	27·3	0·14	55,88,731	1,186·1	6·16	G. I. P.
15,97,327	1,021·8	5·58	*	..	..	15,97,327	1,021·8	5·58	M. & S. M.
6,11,088	933·7	8·49	23,038	36·3	0·31	6,34,036	1,000·0	8·71	N. S.
66,94,029	818·6	5·88	1,68,381	20·6	0·15	68,62,412	839·2	6·03	N. W.
5,31,633	668·9	4·64	27,828	35·0	0·24	5,59,466	703·9	4·88	S. I.
									3′ 3¾″ Gauge.
15,76,392	1,501·2	9·36	2,03,453	193·8	1·21	17,79,848	1,695·0	10·6	A. B.
15,21,497	*	8·23	..	..	..	15,21,497	*	8·23	B. & N. W
17,97,863	1,198·9	5·88	8,280	5·52	0·03	18,06,143	1,204·4	5·91	B. B. & C. I.
10,97,041	1,147·8	6·66	6,48,853	678·9	3·94	17,45,899	1,823·6	10·6	E. B.
6,38,663	808·9	8·31	448	0·57	0·01	6,39,111	809·5	8·32	Jodhpur.
16,00,210	983·4	8·06	1,062	0·65	0·01	16,01,272	984·1	8·07	M. & S. M.
6,06,065	1,407·9	11·3	..	..	..	6,06,065	1,407·9	11·3	M. S.
5,29,602	1,143·2	10·0	8,435	18·2	0·16	5,38,037	1,161·4	10·2	N. S.
*	*	*	..	..	..	4,09,467	*	11·0	R. & K.
14,55,074	813·7	5·43	2,11,799	118·4	0·79	16,66,873	932·1	6·22	S. I.
									2′ 6″ & 2′ 0″ Gauges.
6,75,565	1,084·2	12·7	5,661	9·09	0·11	6,81,226	1,093·3	12·9	B. N.
1,14,647	851·3	12·6	..	..	..	1,14,647	851·3	12·6	B. B. & C. I.
17,103	709·7	12·5	885	36·7	0·65	17,988	746·4	13·1	E. B.
91,083	600·6	21·8	113	0·74	0·03	91,196	601·4	21·8	G. I. P.
29,375	467·7	12·1	..	..	..	29,375	467·7	12·1	M. S.
6,31,624	1,005·5	11·0	21,165	36·7	0·37	6,52,789	1,132·2	11·3	N. W.
37,501	494·2	9·16	21	0·28	0,00	37,522	494·4	9·16	S. I.

* Information not available.

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	A. II-(2250)—Signal and Interlocking Works—Ordinary, Repairs and Maintenance (Equipment).				A. II-(2250)—Signal and Interlocking Works—Special, Repairs and Maintenance (Equipment).			
	Total amount.	Per lever.	Per train mile.	Percentage of total working expenses.	Total amount.	Per lever.	Per train mile.	Percentage of total working expenses.
	41	42	43	44	45	46	47	48
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	‡ 4,53,940	47·0	0·46	0·66	795	0·08	0·00	0·00
Bombay, Baroda and Central India	5,37,667	61·6	0·89	1·26	..	..	..	..
Eastern Bengal	2,34,707	37·2	0·47	0·61	9,394	1·49	0·02	0·02
East Indian	5,39,740	27·0	0·25	0·41	1,571	0·08	0·00	0·00
Great Indian Peninsula	4,95,579	39·6	0·35	0·55	8,283	0·66	0·01	0·01
Madras and Southern Mahratta	1,44,638	20·4	0·32	0·51	†	†	†	†
Nizam's State	17,477	17·3	0·14	0·24	51	0·05	0·00	0·00
North Western	4,12,431	21·2	0·26	0·36	783	0·04	0·00	0·00
South Indian	46,711	19·1	0·19	0·41	..	..	..	..
3′ 3⅜″ Gauge.								
Assam Bengal	70,258	29·9	0·24	0·42	951	0·40	0·00	0·01
Bengal and North Western	41,013	*	0·07	0·22	†	*	†	†
Bombay, Baroda and Central India	1,56,223	26·2	0·27	0·51	536	0·09	0·00	0·00
Eastern Bengal	8,137	2·40	0·03	0·05	3	0·00	0·00	0·00
Jodhpur	30,866	16·1	0·20	0·40	1,284	0·67	0·01	0·02
Madras and Southern Mahratta	1,11,050	30·7	0·24	0·56	†	†	†	†
Mysore State	21,130	39·4	0·14	0·39	..	..	..	..
Nizam's State	14,214	17·2	0·13	0·27	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	82,412	14·6	0·13	0·31	6	..	..	..
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	3,802	52·8	0·03	0·07	..	..	..	..
Bombay, Baroda and Central India	2,710	26·0	0·10	0·30	..	..	..	..
Eastern Bengal	498	8·59	0·06	0·36	..	..	..	..
Great Indian Peninsula	289	1·17	0·01	0·07	..	..	..	..
Mysore State	1,024	29·3	0·07	0·42	..	..	..	..
North Western	4,257	5·49	0·06	0·07	..	..	..	..
South Indian	1,850	59·7	0·18	0·45	..	..	..	..

* Information not available.

† Included in columns 41 to 44.

‡ Includes about Rs. 1,82,000 on account of expenditure on the maintenance of Electrical Signal Apparatus chargeable to Abstract 'H'.

Class I Railways for the year 1939-40—contd.

STRUCTURAL WORKS—*concld.*

A. II-(2200)—Total, Equipment—Repairs and Maintenance.			A. II-Repairs and Maintenance—Total.			A. IV-Appropriation to Depreciation Reserve Fund—Total.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	
49	50	51	52	53	54	55	56	57	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
8,14,265	273·9	1·18	60,74,077	2,043·4	8·80	55,28,948	1,860·0	8·01	B. N.
6,10,929	359·7	1·43	33,61,646	1,979·5	7·89	31,27,505	1,841·6	7·34	B. B. & C. I.
4,03,508	273·8	1·04	83,78,678	5,686·2	21·7	31,46,632	2,135·5	8·13	E. B.
11,29,682	172·2	0·86	1,09,92,092	1,675·4	8·39	1,27,05,970	1,936·6	9·69	E. I.
7,97,310	169·2	0·88	69,75,057	1,480·4	7·69	93,77,340	1,990·2	10·3	G. I. P.
2,93,940	188 0	1·03	18,71,979	1,197·5	6·54	32,26,257	2,063·8	11·3	M. & S. M.
51,436	81·1	0·71	7,39,330	1,165·9	10·2	3,00,758	474·3	4·14	N. S.
9,67,422	118·3	0·85	82,03,596	1,003·2	7·20	1,38,98,581	1,699·7	12·2	N. W.
95,596	120·3	0·83	7,96,541	1,002·2	6·94	12,78,085	1,608·1	11·1	S. I.
									3′ 3⅜″ Gauge.
1,71,039	162·9	1·02	21,09,506	2,009·0	12·6	28,07,408	2,673·6	16·7	A. B.
78,439	*	0·43	18,51,739	*	10·0	11,58,738	*	6·27	B. & N. W.
2,38,715	159·2	0·78	21,17,657	1,412·1	6·92	17,59,108	1,173·0	5·75	B. B. & C. I.
47,940	50·2	0·29	20,72,701	2,168·5	12·6	15,69,764	1,642·4	9·53	E. B.
90,431	114·5	1·18	8,06,032	1,020·9	10·5	13,90,098	1,760·8	18·1	Jodhpur.
1,97,455	121·3	1·00	18,70,855	1,149·7	9·43	14,74,930	906·4	7·44	M. & S. M.
31,402	73·0	0·58	6,52,693	1,516·2	12·1	2,54,358	590·9	4·72	M. S.
38,727	83·6	0·73	6,24,440	1,347·9	11·8	1,94,218	419·4	3·68	N. S.
6,512	*	0·18	4,74,462	*	12·8	3,40,724	*	9·16	R. & K.
1,85,964	104·0	0·69	21,02,294	1,175·6	7·84	38,63,792	2,160·6	14·4	S. I.
									2′ 6″ & 2′ 0″ Gauges.
33,919	54·4	0·64	8,02,086	1,287·3	15·1	4,83,671	776·3	9·13	B. N.
4,146	30·8	0·45	1,57,178	1,167·2	17·2	39,428	292·8	4·32	B. B. & C. I.
955	39·6	0·69	19,075	791·5	13·9	6,587	273·3	4·81	E. B.
2,360	15·6	0·56	98,810	651·6	23·6	..	..	..	G. I. P.
1,522	24·2	0·63	31,695	504·6	13·1	3,374	53·7	1·39	M. S.
29,878	51·8	0·52	7,11,401	1,233·9	12·3	12,19,857	2,115·8	21·1	N. W.
3,696	48·7	0·90	44,771	589·9	10·9	50,032	659·3	12·2	S. I.

* Information not available.

30.—*Analysis of operating expenses of*

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—*concld.*			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL WORKING EXPENSES—ABSTRACT A.			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES—	
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total Amount.	Per engine mile.
	58	59	60	61	62	63	64	65	66	67
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur . . .	1,38,07,076	4,644·8	20·0	13,70,565	1·02	0·13	1·40	1·99	18,99,727	1·41
Bombay, Baroda and Central India.	77,15,294	4,543·1	18·1	6,11,248	1·12	0·14	1·38	1·43	8,91,709	1·64
Eastern Bengal . . .	1,26,93,597	8,614·5	32·8	7,68,633	1·26	0·21	1·55	1·98	6,22,527	1·02
East Indian	2,69,45,468	4,107·0	20·6	29,14,134	1·04	0·13	1·35	2·22	37,51,464	1·34
Great Indian Peninsula . .	1,88,01,935	3,990·4	20·7	16,32,415	1·18	0·15	1·43	1·80	18.02.572	1·31
Madras and Southern Mahratta	58,90,704	3,768·2	20·6	5,59,683	1·01	1·13	1·21	1·96	8,65,025	1·58
Nizam's State . . .	13,25,542	2,090·4	18·2	1,89,337	1·13	0·14	1·47	2·60	1,69,133	1·01
North Western . . .	2,53,88,056	3,104·7	22·3	19,74,299	1·04	0·15	1·26	1·73	33,77,224	1·78
South Indian . . .	24,33,384	3,061·7	21·2	2,67,370	0·92	0·17	1·04	2·33	2,82,781	0·97
3′ 3¾ GAUGE.										
Assam Bengal . . .	55,60,964	5,295·9	33·1	3,33,256	0·89	0·22	1·10	1·98	3,37,382	0·90
Bengal and North Western .	35,82,982	*	19·4	3,05,633	0·42	0·12	0·54	1·65	4,26 209	0·59
Bombay, Baroda and Central India.	48,62,775	3,242·6	15·9	9,75,467	1·38	0·32	1·67	3·19	11,40,552	1·61
Eastern Bengal . . .	39,97,317	4,182·2	24·3	2,54,811	0·66	0·14	0·80	1·54	3,23,996	0·84
Jodhpur	24,16,551	3,060·8	31·5	1,33,960	0·70	0·16	0·87	1·74	2,08,200	1·09
Madras and Southern Mahratta	40,47,805	2,487·5	20·4	3,74,807	0·68	0·18	0·80	1·89	6,24,815	1·13
Mysore State . . .	10,47,195	2,432·6	19·4	97,189	0·55	0·16	0·65	1·80	1,35,512	0·76
Nizam's State . . .	10,66,911	2,303·0	20·2	1,43,095	1·10	0·29	1·30	2·71	93,242	0·72
Rohilkund and Kumaon .	9,25,739	*	24·9	83,275	0·50	0·18	0·25	2·24	‡	‡
South Indian . .	69,76,728	3,901·3	26·0	6,05,718	0·90	0·27	1·01	2·26	5,60,176	0·84
2′ 6″ AND 2′ 0″ GAUGES.										
Bengal Nagpur . . .	14,97,358	2,403·2	28·3	1,08,923	0·69	0·30	0·87	2·05	1,74,837	1·11
Bombay, Baroda and Central India.	2,32,347	1,725·4	25·4	10,460	0·34	0·25	0·38	1·15	62,499	2·03
Eastern Bengal . . .	26,817	1,112·7	19·6	669	0·08	0·09	0·08	0·49	5,775	0·72
Great Indian Peninsula . .	1,17,384	774·1	28·1	3,816	0·12	0·06	0·13	0·91	27,850	0·88
Mysore State . . .	41,862	666·5	17·3	4,676	0·27	0·17	0·31	1·93	6,443	0·37
North Western . . .	22,33,245	3,873·5	38·7	1,04,402	1·25	0·65	1·50	1·81	2,05,334	2·46
South Indian . . .	1,38,140	1,820·3	33·7	12,310	1·11	0·73	1·17	3·01	16,274	1 47

* Information not available.
‡ Included under Workshop Repairs.

Class I Railways for the year 1939-40—contd.

OF LOCOMOTIVE POWER.								
RUNNING REPAIRS—[B. II.- 2110].			LOCOMOTIVES—WORKSHOP REPAIRS (B.-II.- 2120).					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total. working expenses.	
68	69	70	71	72	73	74	75	
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ GAUGE.
0·18	1·94	2·75	36,29,823	2·69	0·34	3·72	5·26	Bengal-Nagpur.
0·20	2·01	2·09	12,22,100	2·25	0·27	2·76	2·87	Bombay, Baroda and Central India.
0·17	1·25	1·61	14,57,429	2·39	0·40	2·93	3·77	Eastern Bengal.
0·16	1·74	2·86	56,00,675	2·00	0·25	2·59	4·27	East Indian.
0·16	1·58	1·99	30,56,478	2·21	0·28	2·68	3·37	Great Indian Peninsula.
0·20	1·92	3·02	15,60,340	2·83	0·36	3·46	5·45	Madras and Southern Mahratta.
0·13	1·32	2·33	3,07,879	1·83	0·23	2·40	4·23	Nizam's State.
0·25	2·16	2·96	42,35,558	2·28	0·33	2·78	3·81	North Western.
0·18	1·10	2·47	4,42,186	1·52	0·28	1·72	3·85	South Indian.
								3′ 3⅜″ GAUGE.
0·23	1·12	2·00	4,52,336	1·20	0·30	1·50	2·69	Assam Bengal.
0·16	0·75	2·31	6,89,590	0·96	0·26	1·21	3·73	Bengal and North Western.
0·37	1·96	3·73	14,61,177	2·07	0·47	2·50	4·78	Bombay Baroda and Central India.
0·18	1·02	1·96	5,87,083	1·51	0·33	1·84	3·56	Eastern Bengal.
0·25	1·35	2·71	1,63,719	0·85	0·20	1·06	2·13	Jodhpur.
0·29	1·34	3·15	8,71,825	1·57	0·41	1·86	4·40	Madras and Southern Mahratta.
0·22	0·91	2·51	49,192	0·28	0·08	0·33	0·91	Mysore State.
0·19	0·85	1·77	1,96,507	1·51	0·40	1·79	3·72	Nizam's State.
‡	‡	‡	§3,02,845	§1·81	§0·65	§2·29	§8·14	Rohilkund and Kumaon.
0·25	0·93	2·09	9,06,627	1·35	0·41	1·51	3·38	South Indian.
								2′ 6″ AND 2′ 0″ GAUGES.
0·47	1·40	3·30	3,18,281	2·02	0·87	2·54	6·01	Bengal-Nagpur.
1·48	2·29	6·84	57,455	1·86	1·36	2·11	6·29	Bombay, Baroda and Central India.
0·76	0·73	4·21	10,420	1·30	1·38	1·31	7·60	Eastern Bengal.
0·47	0·93	6·65	26,733	0·84	0·45	0·90	6·39	Great Indian Peninsula.
0·24	0·42	2·66	2,353	0·14	0·09	0·16	0·97	Mysore State.
1·27	2·96	3·56	1,61,630	1·93	1·00	2·32	2·80	North Western.
0·96	1·54	3·97	15,358	1·33	0·90	1·46	3·75	South Indian.

§Includes Running Repairs also.
‡Included under Workshop Repairs.

TABLE B.—MAINTENANCE AND SUPPLY

Railway.	Equipment (B. II. 2200).					Total Repairs and Maintenance—(B-II).				
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
	76	77	78	79	80	81	82	83	84	85
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.	
Bengal-Nagpur	8,60,799	0·64	0·08	0·88	1·25	64,02,721	4·75	0·60	6·55	9·27
Bombay, Baroda and Central India.	1,59,729	0·29	0·03	0·36	0·38	22,73,828	4·18	0·50	5·13	5·34
Eastern Bengal	3,07,221	0·50	0·08	0·62	0·79	23,95,973	3·92	0·65	4·82	6·19
East Indian	8,88,751	0·31	0·03	0·42	0·68	1,02,68,789	3·66	0·44	4·76	7·83
Great Indian Peninsula	3,85,134	0·28	0·04	0·34	0·42	52,48,996	3·80	0·48	4·60	5·79
Madras and Southern Mahratta	1,97,833	0·35	0·05	0·44	0·70	26,28,594	4·77	0·61	5·83	9·19
Nizam's State	34,482	0·21	0·03	0·27	0·47	5,13,168	3·06	0·39	4·00	7·05
North Western	7,87,236	0·42	0·06	0·51	0·69	85,20,051	4·49	0·64	5·46	7·48
South Indian	25,651	0·09	0·02	0·10	0·22	7,50,901	2·58	0·48	2·92	6·54
3′ 3⅜″ Gauge.										
Assam-Bengal	37,102	0·10	0·03	0·12	0·22	8,26,820	2·20	0·56	2·74	4·91
Bengal and North Western	44,602	0·06	0·02	0·08	0·24	11,66,204	1·62	0·44	2·05	6·31
Bombay, Baroda and Central India.	2,87,345	0·41	0·09	0·49	0·94	28,89,180	4·09	0·93	4·95	9·45
Eastern Bengal	1,04,964	0·27	0·06	0·33	0·64	10,20,674	2·63	0·57	3·20	6·19
Jodhpur	40,074	0·21	0·05	0·26	0·52	4,16,572	2·17	0·50	2·70	5·42
Madras and Southern Mahratta	79,085	0·14	0·04	0·17	0·40	15,81,542	2·85	0·74	3·38	7·97
Mysore State	16,958	0·10	0·03	0·11	0·32	2,02,529	1·14	0·33	1·35	3·76
Nizam's State	23,733	0·18	0·05	0·22	0·45	3,16,222	2·43	0·64	2·88	5·99
Rohilkund and Kumaon	30,270	0·18	0·06	0·23	0·82	3,33,171	1·99	0·71	2·52	8·96
South Indian	53,837	0·08	0·02	0·09	0·20	15,23,132	2·27	0·68	2·53	5·68
2′ 6″ and 2′ 0″ Gauges.										
Bengal-Nagpur	22,762	0·14	0·06	0·18	0·43	5,18,785	3·29	1·41	4·14	9·79
Bombay, Baroda and Central India.	1,159	0·04	0·03	0·04	0·13	1,22,325	3·97	2·90	4·49	13·4
Eastern Bengal	584	0·07	0·08	0·07	0·43	17,396	2·17	2·30	2·19	12·7
Great Indian Peninsula	1,209	0·04	0·02	0·04	0·29	55,792	1·76	0·94	1·87	13·3
Mysore State	816	0·05	0·03	0·05	0·34	9,612	0·56	0·36	0·63	3·97
North Western	33,270	0·40	0·21	0·48	0·58	4,00,698	4·80	2·48	5·77	6·95
South Indian	1,074	0·10	0·06	0·10	0·26	32,708	2·96	1·92	3·10	7·98

Class I Railways for the year 1939-40—contd.

OF LOCOMOTIVE POWER—*contd.*

Running Staff—(B.-III-3100).					Fuel—(B. III 3200).					Railway.
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
86	87	88	89	90	91	92	93	94	95	
Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
36,47,053	2·70	0·34	3·73	5·28	57,70,202	4·28	0·53	5·91	8·36	Bengal-Nagpur.
20,40,930	3·75	0·45	4·61	4·79	45,74,915	8·40	1·01	10·4	10·8	Bombay, Baroda and Central India.
13,24,719	2·16	0·36	2·66	3·42	26,71,717	4·37	0·73	5·37	6·91	Eastern Bengal.
67,84,854	2·42	0·29	3·15	5·17	1,16,55,950	4·15	0·50	5·40	8·89	East Indian.
45,43,901	3·28	0·41	3·99	5·01	85,90,989	6·21	0·78	7·54	9·47	Great Indian Peninsula.
15,83,299	2·88	0·37	3·51	5·53	43,34,632	7·88	1·00	9·62	15·2	Madras and Southern Mahratta.
3,61,198	2·15	0·27	2·81	4·96	5,88,816	3·51	0·45	4·58	8·09	Nizam's State.
54,05,573	2·85	0·41	3·46	4·75	1,81,93,384	9·58	1·37	11·7	16·0	North Western.
7,67,213	2·63	0·49	2·99	6·69	26,39,317	9·07	1·69	10·3	23·0	South Indian.
										3′ 3⅜″ Gauge.
5,00,857	1·33	0·34	1·66	2·98	18,08,330	4·81	1·22	5·99	10·7	Assam-Bengal.
7,14,630	0·99	0·27	1·25	3·87	23,83,528	3·31	0·91	4·19	12·9	Bengal and North Western.
21,29.784	3·02	0·69	3·65	6·96	41,48,875	5·87	1·34	7·11	13·6	Bombay, Baroda and Central India.
6,24,172	1·61	0·35	1·96	3·79	15,18,926	3·92	0·84	4·76	9·22	Eastern Bengal.
2,60,308	1·36	0·31	1·69	3·39	11,41,701	5·94	1·37	7·39	14·9	Jodhpur.
13,00,082	2·34	0·61	2·78	6·55	31,59,529	5·69	1·47	6·75	15·9	Madras and Southern Mahratta.
3,22,103	1·81	0·53	2·15	5·98	10,13,065	5·72	1·66	6·77	18·8	Mysore State.
2,64,784	2·04	0·54	2·41	5·02	4,52,716	3·48	0·92	4·13	8·57	Nizam's State.
1,25,825	0·75	0·27	0·95	3·38	6,03,342	3·61	1·29	4·56	16·2	Rohilkund and Kumaon.
16,93,853	2·52	0·76	2·82	6·32	38,63,259	5·75	1·74	6·42	14·4	South Indian.
										2′ 6″ and 2′ 0″ Gauges.
2,80,552	1·78	0·76	2·24	5·29	4,35,031	2·76	1·18	3·48	8·21	Bengal-Nagpur.
63,852	2·07	1·51	2·34	6·99	1,15,308	3·73	2·72	4·22	12·6	Bombay, Baroda and Central India.
16,409	2·30	2·43	2·31	13·4	13,018	1·63	1·72	1·64	9·49	Eastern Bengal.
41,121	1·30	0·69	1·38	9·89	74,490	2·35	1·26	2·50	17·8	Great Indian Peninsula.
15,416	0·90	0·56	1·01	6·36	48,669	2·83	1·81	3·19	20·1	Mysore State.
2,56,207	3·07	1·58	3·69	4·44	7,29,553	8·73	4·51	10·5	12·6	North Western.
38,779	3·51	2·28	3·68	9·47	32,848	2·97	1·93	3·12	8·02	South Indian.

30.—*Analysis of operating expenses of*

TABLE B.—MAINTENANCE AND SUPPLY

Railway.	Water, Oil, Tallow and other Stores—(B. III 3300 and 3400).					Total Operating expenses—(B. III.)				
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
	96	97	98	99	100	101	102	103	104	105
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.	
Bengal-Nagpur	6,31,459	0·47	0·06	0·65	0·91	96,09,645	7·13	0·89	9·84	13·9
Bombay, Baroda and Central India.	2,81,804	0·52	0·06	0·64	0·66	69,29,179	12·7	1·53	15·7	16·3
Eastern Bengal	1,43,262	0·23	0·04	0·29	0·37	40,99,037	6·70	1·11	8·24	10·6
East Indian	12,82,483	0·46	0·05	0·60	0·98	2,07,78,738	7·41	0·89	9·63	15·9
Great Indian Peninsula	12,25,539	0·89	0·11	1·08	1·35	1,43,51,447	10·4	1·30	12·6	15·8
Madras and Southern Mahratta	3,47,641	0·63	0·08	0·77	1·21	62,24,230	11·3	1·44	13·8	21·7
Nizam's State	1,05,259	0·63	0·08	0·82	1·45	11,86,650	7·07	0·90	9·24	16·3
North Western	10,09,416	0·53	0·07	0·65	0·89	2,39,18,173	12·6	1·80	15·3	21·0
South Indian	1,27,044	0·44	0·08	0·50	1·11	35,81,050	12·3	2·30	13·9	31·2
3′ 3½″ Gauge.										
Assam-Bengal	65,733	0·18	0·04	0·22	0·39	23,87,910	6·35	1·61	7·91	14·2
Bengal and North Western	2,68,094	0·37	0·11	0·47	1·45	34,26,745	4·76	1·31	6·02	18·5
Bombay, Baroda and Central India.	2,59,790	0·37	0·08	0·45	0·85	64,94,237	9·20	2·10	11·1	21·2
Eastern Bengal	97,511	0·25	0·05	0·31	0·59	22,27,197	5·74	1·23	6·98	13·5
Jodhpur	1,25,615	0·65	0·15	0·81	1·63	15,48,897	8·06	1·86	10·0	20·2
Madras and Southern Mahratta	2,96,153	0·54	0·14	0·63	1·49	47,42,913	8·55	2·23	10·1	26·9
Mysore State	1,27,848	0·72	0·21	0·86	2·37	14,71,085	8·30	2·41	9·83	27·3
Nizam's State	83,450	0·64	0·17	0·76	1·58	8,15,408	6·27	1·66	7·43	15·4
Rohilkund and Kumaon	83,768	0·50	0·13	0·63	2·25	8,11,807	4·85	1·74	6·14	21·8
South Indian	2,27,027	0·34	0·10	0·38	0·85	57,84,321	8·61	2·60	9·62	21·6
2′ 6″ and 2′ 0″ Gauges.										
Bengal-Nagpur	89,253	0·57	0·24	0·71	1·68	8,10,008	5·14	2·20	6·47	15·3
Bombay, Baroda and Central India.	14,197	0·46	0·34	0·52	1·56	1,93,579	6·27	4·58	7·09	21·2
Eastern Bengal	3,808	0·47	0·50	0·48	2·78	35,490	4·43	4·68	4·46	25·9
Great Indian Peninsula	19,071	0·60	0·32	0·64	4·56	1,35,157	4·26	2·28	4·53	32·3
Mysore State	6,103	0·36	0·23	0·40	2·52	70,577	4·11	2·62	4·63	29·1
North Western	66,167	0·79	0·41	0·95	1·15	10,62,952	12·7	6·57	15·3	18·4
South Indian	5,970	0·54	0·35	0·57	1·46	77,924	7·05	4·58	7·40	19·0

Class I Railways for the year 1939-40—contd.

OF LOCOMOTIVE POWER—*contd.*

Appropriat to Depreciation Reserve Fund—(B. IV).					Total Working Expenses Abstract B.			Railway.
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	
106	107	108	109	110	111	112	113	
Rs.	As.	Rs.	As.		Rs.	As.	Rs.	5′ 6″ Gauge.
9,94,559	0·74	0·09	1·02	1·44	1,83,77,490	13·6	1·71	Bengal-Nagpur.
4,06,755	0·75	0·09	0·92	0·95	1,02,21,010	18·8	2·26	Bombay, Baroda and Central India.
9,35,485	1·53	0·25	1·88	2·42	81,99,128	13·4	2·22	Eastern Bengal.
39,64,652	1·42	0·17	1·83	3·03	3,79,26,313	13·5	1·63	East Indian.
27,81,221	2·01	0·25	2·43	3·07	2,40,14,109	17·4	2·18	Great Indian Peninsula.
11,99,623	2·18	0·27	2·66	4·20	1,06,12,130	19·3	2·45	Madras and Southern Mahratta.
1,97,901	1·18	0·15	1·54	2·72	20,87,056	12·4	1·58	Nizam's State.
31,01,917	1·63	0·23	1·99	2·72	3,75,14,440	19·8	2·82	North Western.
1,08 348	0·37	0·07	0·42	0·95	47,07,669	16·2	3·02	South Indian.
								3′ 3¾″ Gauge.
4,27,608	1·13	0·29	1·42	2·54	39,75,594	10·6	2·68	Assam-Bengal.
2,34,632	0·32	0·09	0·41	1·27	51,33,214	7·12	1·96	Bengal and North Western.
5,57,770	0·79	0·18	0·96	1·82	1,09,16,654	15·5	3·53	Bombay, Baroda and Central India.
4,67,385	1·21	0·26	1·47	2·84	39,70,067	10·2	2·20	Eastern Bengal.
67,871	0·35	0·08	0·44	0·88	21,67,300	11·3	2·60	Jodhpur.
27,662	0·05	0·01	0·07	0·14	67,26,924	12·1	3·16	Madras and Southern Mahratta.
2,88,176	1·61	0·47	1·91	5·34	20,58,979	11·6	3·37	Mysore State.
74,607	0·57	0·15	0·68	1·41	13,49,332	10·4	2·74	Nizam's State.
2,23,155	1·33	0·48	1·69	6·00	14,51,408	8·67	3·11	Rohilkund and Kumaon.
3,27,548	0·49	0·15	0·54	1·22	82,40,719	12·3	3·70	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
4,03,608	2·53	1·11	3·25	7·67	18,44,323	11·7	5·02	Bengal-Nagpur.
11,563	0·37	0·27	0·42	1·27	3,37,927	11·0	8·00	Bombay, Baroda and Central India.
1,959	0·24	0·26	0·25	1·43	55,514	6·92	7·33	Eastern Bengal.
..	..	..	..	..	1,94,765	6·14	3·28	Great Indian Peninsula.
11,655	0·68	0·43	0·76	4·81	96,520	5·62	3·58	Mysore State.
1,52,570	1·83	0·94	2·20	2·65	17,20,622	20·6	10·6	North Western.
4,241	0·39	0·25	0·40	1·04	1,27,183	11·5	7·48	South Indian.

30.—*Analysis of operating expenses of*

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—*concld.*		TABLE C.—MAINTENANCE OF CARRIAGE			
	TOTAL WORKING EXPENSES ABSTRACT B.		GENERAL ADMINISTRATION—C. 1.			
	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	114	115	116	117	118	119
5′ 6″ GAUGE.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	18·8	26·6	6,06,072	1·31	0·62	0·88
Bombay, Baroda and Central India.	23·1	24·0	3,77,516	1·81	0·85	0·89
Eastern Bengal	16·5	21·2	3,66,282	2·07	0·74	0·95
East Indian	17·6	28·9	13,36,045	1·27	0·62	1·02
Great Indian Peninsula	21·1	26·5	10,36,255	1·92	0·82	1·14
Madras and Southern Mahratta	23·5	37·1	3,19,063	1·69	0·71	1·12
Nizam's State	16·3	28·7	1,06,554	1·88	0·83	1·47
North Western	24·0	32·9	11,51,701	1·79	0·73	1·01
South Indian	18·3	41·0	42,027	0·61	0·16	0·36
3′ 3⅜″ GAUGE.						
Assam-Bengal	13·2	23·6	1,55,466	1·29	0·52	0·92
Bengal and North Western	9·02	27,8	1,12,817	0·53	0·20	0·61
Bombay, Baroda and Central India	18·7	35·7	5,84,481	2·25	1·00	1·91
Eastern Bengal	12·5	24·1	1,43,799	0·96	0·45	0·87
Jodhpur	14·0	28·2	1,16,168	1·57	0·75	1·51
Madras and Southern Mahratta	14·4	33·9	1,73,608	1·14	0·37	0·88
Mysore State	13·7	38·2	33,858	0·92	0·22	0·63
Nizam's State	12·3	25·6	76,106	2·28	0·69	1·44
Rohilkund and Kumaon	11·0	39·0	30,951	0·85	0·23	0·83
South Indian	13·7	30·7	1,03,589	0·57	0·23	0·38
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	14·7	34·8	37,672	0·84	0·30	0·71
Bombay, Baroda and Central India	12·4	37·0	4,809	0·86	0·18	0·53
Eastern Bengal	6·98	40·5	790	0·63	0·10	0·58
Great Indian Peninsula	6·53	46·5	298	0·05	0·01	0·07
Mysore State	6·33	39·8	1,629	0·68	0·11	0·67
North Western	24·8	29·8	39,223	2·16	0·55	0·68
South Indian	12·0	31·1	1,906	0·75	0·18	0·47

Class I Railways for the year 1939-40—contd.

AND WAGON STOCK—*contd.*

Coaching Vehicles—Running Repairs [C. II-2110].				Coaching vehicles—workshop repairs— [C. II-2120 and 2130.]				Railway.
Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
120	121	122	123	124	125	126	127	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
3,09,735	3·12	0·32	0·45	14,13,747	14·2	1·45	2·05	Bengal-Nagpur.
1,96,993	2·72	0·44	0·46	12,39,392	17·1	2·80	2·91	Bimbay, Baroda and Central India.
1,26,040	1·53	0·25	0·32	9,48,493	11·5	1·91	2·45	Eastern Bengal.
3,37,436	1·21	0·15	0·25	27,25,047	9·66	1·25	2·09	East Indian.
3,74,240	2·06	0·29	0·41	16,73,595	9·22	1·32	1·85	Great Indian Peninsula.
95,974	1·63	0·21	0·34	5,63,253	9·58	1·24	1·97	Madras and Southern Mahratta.
22,866	1·46	0·17	0·31	1,37,697	8·87	1·08	1·89	Nizam's State.
3,62,344	1·40	0·23	0·32	30,49,557	11·8	1·94	2·68	North Western.
26,271	0·78	0·10	0·23	1,74,678	5·17	0·68	1·52	South Indian.
								3′ 3¾″ Gauge.
48,906	0·91	0·16	0·29	4,42,302	8·22	1·46	2·63	Assam-Bengal.
1,03,306	1·18	0·18	0·56	3,89,271	4·46	0·68	2·11	Bengal and North-Western.
2,27,549	2·54	0·39	0·74	9,99,065	11·2	1·71	3·27	Bombay, Baroda and Central India.
60,089	0·95	0·19	0·36	6,89,005	10·9	2·16	4·18	Eastern Bengal.
15,007	0·67	0·10	0·19	1,98,882	8·92	1·29	2·59	Jodhpur.
37,508	0·67	0·08	0·19	3,94,471	7·08	0·85	1·99	Madras and Southern Mahratta.
17,074	0·99	0·11	0·32	79,140	4·60	0·53	1·47	Mysore State.
16,427	1·15	0·15	0·31	1,03,815	7·26	0·95	1·97	Nizam's State.
‡	‡	‡	‡	*96,109	*5·98	*0·73	*2·58	Rohilkhand and Kumaon.
52,859	0·60	0·13	0·22	4,17,544	4·19	0·93	1·56	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
59,588	2·68	0·47	1·13	1,73,531	7·80	1·38	3·27	Bengal Nagpur.
20,987	6·31	0·77	2·30	19,559	5·88	0·72	2·14	Bombay, Baroda and Central India.
4,462	3·79	0·56	3·25	11,007	9·35	1·39	8·03	Eastern Bengal.
3,001	0·83	0·10	0·72	8,054	2·22	0·27	1·93	Great Indian Peninsula.
822	0·55	0·05	0·34	3,807	2·54	0·25	1·57	Mysore State.
14,334	1·83	0·20	0·25	1,11,295	14·2	1·56	1·93	North-Western.
1,120	0·65	0·11	0·27	3,800	2·19	0·36	0·93	South Indian.

‡Included under Workshop Repairs.

*Includes Running Repairs also.

30.—*Analysis of operating expenses of*

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Goods wagons—running repairs—[C. II-2310].				Goods wagons—workshop repairs. [C. II.-2320.]			
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of working expenses.
	128	129	130	131	132	133	134	135
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	13,68,141	3·75	1·40	1·98	39,26,177	10·8	4·02	5·68
Bombay, Baroda and Central India.	4,20,630	3·10	0·95	0·99	10,10,605	7·44	2·28	2·37
Eastern Bengal	2,50,459	2·65	0·50	0·65	7,43,443	7·88	1·50	1·92
East Indian	23,12,289	3·00	1·07	1·76	32,98,232	4·29	1·56	2·52
Great Indian Peninsula	10,45,041	2·92	0·82	1·15	16,23,247	4·54	1·28	1·79
Madras and Southern Mahratta	1,49,244	1·16	0·33	0·52	6,71,780	5·20	1·49	2·35
Nizam's State	36,862	0·89	0·29	0·51	1,25,453	3·04	0·98	1·72
North Western	11,69,281	3·05	0·74	1·02	24,98,878	6·53	1·59	2·19
South Indian	—10,107	—0·30	—0·04	—0·09	82,027	2·37	0·32	0·72
3′ 3⅜″ Gauge.								
Assam-Bengal	62,705	0·94	0·21	0·37	2,94,474	4·41	0·98	1·75
Bengal and North-Western	1,47,263	1·17	0·26	0·80	4,16,933	3·32	0·73	2·26
Bombay, Baroda and Central India.	2,92,772	1·72	0·50	0·96	7,84,044	4·61	1·35	2·56
Eastern Bengal	1,57,878	1·84	0·50	0·96	3,74,205	4·36	1·17	2·27
Jodhpur	33,103	0·64	0·21	0·43	1,21,445	2·34	0·79	1·58
Madras and Southern Mahratta	86,986	0·90	0·19	0·44	2,77,996	2·88	0·59	1·40
Mysore State	19,935	1·02	0·13	0·37	39,804	2·03	0·27	0·73
Nizam's State	24,458	1·28	0·22	0·46	69,626	3·64	0·63	1·32
Rohilkund and Kumaon	*	*	*	*	‡91,525	‡4·54	‡0·69	‡2·46
South Indian	33,667	0·40	0·08	0·13	2,46,863	2·96	0·55	0·92
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	53,801	2·41	0·43	1·02	1,18,173	5·30	0·94	2·23
Bombay, Baroda and Central India.	33,490	14·7	1·23	3·67	2,738	1·21	0·10	0·30
Eastern Bengal	1,408	19·8	0·18	1·02	—525	—7·37	—0·07	—0·38
Great Indian Peninsula	10,278	3·57	0·34	2·46	2,862	0·99	0·10	0·68
Mysore State	959	1·05	0·06	0·40	1,915	2·09	0·13	0·79
North-Western	29,741	2·90	0·42	0·52	57,708	5·63	0·81	1·00
South Indian	793	0·99	0·07	0·19	405	0·51	0·04	0·10

*Included under Workshop repairs.
‡Includes Running repairs.

Class I Railways for the year 1939-40—contd.

AND WAGON STOCK—*contd.*

Equipment—(C. H-2500).				Total Repairs and Maintenance—(C-II).				Railway.
Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
136	137	138	139	140	141	142	143	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
1,91,072	0·41	0·20	0·28	73,76,693	16·0	7·55	10·7	B. N.
1,13,057	0·54	0·26	0·27	29,48,540	14·2	6·66	6·92	B. B. & C. I.
57,743	0·33	0·12	0·15	21,26,966	12·0	4·28	5·49	E. B.
3,20,912	0·29	0·15	0·24	90,29,644	8·59	4·18	6·89	E. I.
1,66,613	0·31	0·13	0·18	48,73,531	9·04	3·84	5·37	G. I. P.
84 584	0·45	0·19	0·30	15,92,619	8·46	3·53	5·57	M. & S. M.
11,760	0·21	0·09	0·16	3,64,141	6·42	2·84	5·00	N. S.
4,59,592	0·72	0·29	0·40	77,58,623	12·1	4·93	6·81	N. W.
13,439	0·20	0·05	0·12	2,93,707	4·30	1·14	2·56	S. I.
								3′ 3⅜″ Gauge.
13,118	0·11	0·04	0·08	8,60,232	7·14	2·85	5·11	A. B.
19,660	0·09	0·03	0·11	10,78,838	5·07	1·89	5·84	B. & N. W.
1,30,079	0·50	0·22	0·42	24,44,718	9·41	4·19	7·99	B. B. & C. I.
16,470	0·11	0·05	0·10	13,07,353	8·77	4·10	7·93	E. B.
17,472	0·24	0·11	0·23	4,01,941	5·42	2·60	5·23	Jodhpur.
34,652	0·23	0·07	0·18	8,32,909	5·47	1·78	4·20	M. & S. M.
8,252	0·22	0·06	0·15	1,67,430	4·54	1·12	3·10	M. S.
7,989	0·24	0·07	0·15	2,24,743	6·72	2·04	4·26	N. S.
4,666	0·13	0·04	0·13	1,93,417	5·34	1·46	5·20	R. & K.
33,658	0·18	0·07	0·13	8,08,304	4·41	1·80	3·02	S. I.
								2′ 6″ & 2′ 0″ Gauges.
2,238	0·05	0·02	0·04	4,16,956	9·35	3·31	7·87	B. N.
—152	—0·03	—0·01	—0·02	82,442	14·7	3·02	9·03	B. B. & C. I.
11	0·01	0·00	0·01	16,363	13·1	2·06	11·9	E. B.
51	0·01	0·00	0·01	24,922	3·82	0·84	5·96	G. I. P.
397	0·16	0·02	0·16	7,959	3·30	0·52	3·28	M. S.
15,751	0·87	0·22	0·27	2,53,555	14·0	3·56	4·40	N. W.
484	0·19	0·05	0·12	6,602	2·61	0·63	1·61	S. I.

30—*Analysis of operating expenses of*

Railway.	ABLE (MAINTENANCE OF CARRIAGE					
	Total Operating Expenses—(C. III).				Appropriation to depreciation	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.
	144	145	146	147	148	149
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	4,18,644	0·90	0·43	0·61	50,76,391	10·9
Bombay, Baroda and Central India	3,84,296	1·84	0·87	0·90	48,17,451	23·1
Eastern Bengal	2,96,566	1·68	0·59	0·77	15,30,794	8·66
East Indian	17,67,696	1·68	0·82	1·35	76,99,505	7·32
Great Indian Peninsula	12,62,537	2·34	0·99	1·40	45,34,475	8·41
Madras and Southern Mahratta	3,18,257	1·69	0·71	1·11	11,14,848	5·92
Nizam's State	69,387	1·22	0·54	0·95	7,07,059	12·5
North Western	12,35,388	1·92	0·78	1·09	51,74,914	8·06
South Indian	1,37,328	2·01	0·54	1·20	4,91,020	7·19
3′ 3⅜″ Gauge.						
Assam Bengal	1,03,542	0·86	0·34	0·62	5,53,928	4·60
Bengal and North Western	1,41,099	0·66	0·25	0·76	3,22,582	1·51
Bombay, Baroda and Central India	3,32,081	1·28	0·57	1·09	15,37,131	5·92
Eastern Bengal	1,66,258	1·12	0·52	1·01	7,67,164	5·15
Jodhpur	52,267	0·71	0·34	0·68	1,13,611	1·53
Madras and Southern Mahratta	1,10,627	0·73	0·24	0·56	18,47,455	12·2
Mysore State	75,829	2·06	0·51	1·41	4,30,451	11·7
Nizam's State	42,953	1·28	0·39	0·81	3,90,364	11·7
Rohilkund and Kumaon	44,089	1·22	0·33	1·19	74,555	2·06
South Indian	2,87,792	1·57	0·64	1·07	14,84,408	8·10
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	85,531	1·92	0·68	1·61	1,78,667	4·01
Bombay, Baroda and Central India	14,768	2·64	0·54	1·62	8,194	1·46
Eastern Bengal	3,130	2·51	0·39	2·28	3,204	2·57
Great Indian Peninsula	9,882	1·52	0·33	2·36	..	..
Mysore State	3,649	1·51	0·24	1·50	15,642	6·48
North Western	73,254	4·03	1·03	1·27	1,80,063	9·91
South Indian	7,444	2·94	0·71	1·82	19,222	7·60

Class I Railways for the year 1939-40—contd.

AND WAGON STOCK—*concld.*

RESERVE FUND—(C. IV).		TOTAL WORKING EXPENSES—ABSTRACT C.				Railway.
Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
150	151	152	153	154	155	
As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
5·19	7·35	1,34,77,800	29·0	13·8	19·5	B. N.
10·9	11·3	85,27,803	41·0	19·3	20·0	B. B. & C. I.
3·08	3·95	43,20,608	24·4	8·69	11·2	E. B.
3·57	5·87	1,98,32,890	18·9	9·19	15·1	E. I.
3·57	5·00	1,17,06,798	21·7	9·22	12·9	G. I. P.
2·47	3·90	33,44,787	17·8	7·42	11·7	M. & S. M.
5·50	9·72	12,47,141	22·0	9·71	17·1	N. S.
3·29	4·54	1,53,20,626	23·9	9·73	13·5	N. W.
1·91	4·28	9,64,082	14·1	3·75	8·40	S. I.
						3′ 3⅜″ GAUGE.
1·84	3·29	16,73,168	13·9	5·55	9·94	A. B.
0·57	1·75	16,55,336	7·77	2·91	8·96	B. & N. W.
2·64	5·03	48,98,411	18·9	8·40	16·0	B. B. & C. I.
2·41	4·66	23,84,574	16·0	7·48	14·5	E. B.
0·73	1·48	6,83,987	9·23	4·42	8·90	Jodhpur.
3·95	9·51	20,94,599	19·5	6·34	15·0	M. & S. M.
2·85	7·99	7,07,568	19·2	4·70	13·1	M. S.
3·55	7·39	7,34,166	22·0	6·67	13·9	N. S.
0·56	2·00	3,43,012	9·47	2·58	9·22	R. & K.
3·31	5·54	26,84,093	14·7	5·98	10·0	S. I.
						2′ 6″ & 2′ 0″ GAUGES.
1·41	3·37	7,18,826	16·1	5·70	13·6	B. N.
0·30	0·90	1,10,213	19·7	4·04	12·1	B. B. & C. I.
0·40	2·34	23,487	18·8	2·95	17·1	E. B.
..	..	35,102	5·38	1·18	8·39	G. I. P.
1·02	6·46	28,879	12·0	1·89	11·9	M. S.
2·53	3·12	5,46,095	30·1	7·67	9·47	N. W.
1·82	4·69	35,174	13·9	3·34	8·59	S. I.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES OF

Railway.	General Administration—(E. I.).			Total Repairs and maintenance (E. II.).			Station Staff—(E. III. 3102.)		
	Total amount.	Per train mile.	Percentage of *total* working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	156	157	158	159	160	161	162	163	164
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	14,27,544	1·46	2·07	1,64,511	0·17	0·24	43,25,646	4·43	6·26
Bombay, Baroda and Central India	8,18,428	1·36	1·92	2,25,773	0·37	0·53	37,15,313	6·17	8·72
Eastern Bengal	7,66,647	1·54	1·98	75,124	0·15	0·19	31,90,960	6·42	8·24
East Indian	22,16,045	1·03	1·69	3,52,893	0·16	0·27	99,66,331	4·62	7·60
Great Indian Peninsula	16,20,083	1·16	1·79	1,90,166	0·14	0·21	63,00,853	4·51	6·95
Madras and Southern Mahratta	4,64,856	1·03	1·63	75,612	0·17	0·26	21,43,718	4·76	7·49
Nizam's State	1,90,576	1·48	2·62	5,973	0·05	0·08	3,99,557	3·11	5·49
North Western	17,11,983	1·09	1·50	2,34,654	0·15	0·21	1,06,03,557	6·73	9·31
South Indian	1,80,448	0·70	1·57	20,093	0·08	0·17	6,26,530	2·44	5·46
3′ 3·3/8″ Gauge.									
Assam-Bengal	4,00,880	1·33	2·38	14,189	0·05	0·09	11,12,718	3·69	6·61
Bengal and North-Western	4,20,100	0·74	2·27	31,417	0·05	0·17	15,20,604	2·67	8·23
Bombay, Baroda and Central India	5,41,114	0·93	1·77	58,508	0·10	0·19	21,55,487	3·69	7·05
Eastern Bengal	4,08,132	1·28	2·47	36,302	0·11	0·22	13,79,368	4·33	8·37
Jodhpur	1,72,205	1·11	2·24	32,856	0·21	0·43	3,45,710	2·24	4·50
Madras and Southern Mahratta	3,31,982	0·71	1·67	36,161	0·08	0·18	14,89,339	3·19	7·51
Mysore State	85,761	0·57	1·59	5,780	0·04	0·11	4,55,310	3·04	8·45
Nizam's State	1,37,825	1·25	2·61	5,533	0·05	0·10	3,85,010	3·50	7·29
Rohilkund and Kumaon	80,500	0·61	2·17	12,054	0·09	0·32	3,05,013	2·31	8·20
South Indian	4,41,765	0·67	1·65	32,004	0·05	0·12	17,36,546	2·64	0·48
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	66,055	0·52	1·25	7,168	0·06	0·13	3,52,754	2·80	6·66
Bombay, Baroda and Central India	8,609	0·32	0·94	4,962	0·18	0·54	52,684	1·93	5·77
Eastern Bengal	1,628	0·21	1·19	83	0·01	0·06	15,668	1·97	11·4
Great Indian Peninsula	..	..	..	35	0·00	0·01	41,371	1·39	9·89
Mysore State	4,103	0·27	1·69	276	0·02	0·11	21,780	1·43	9·00
North-Western	78,078	1·10	1·35	7,155	0·10	0·12	3,52,578	4·95	6·11
South Indian	13,537	1·28	3·31	1,045	0·10	0·25	21,905	2·08	5·35

Class I Railways for the year 1939-40—contd.

TRAFFIC DEPARTMENT.

Train Staff and their mileage and overtime—(E. III 3103 and 3104).			General Operating Staff (Inspectors, Canvassers, etc.) and Travelling Ticket Examining Staff—(E. III. 3101 and 3105).			Fires, lights and General Stores for stations and traffic yards and water and General Stores in trains.—(E. III. 3201 and 3202).			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
165	166	167	168	169	170	171	172	173	
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
14,94,227	1·53	2·16	3,70,211	0·38	0·54	2,56,966	0·26	0·37	Bengal-Nagpur.
5,68,405	0·95	1·33	2,27,918	0·34	0·54	1,68,681	0·29	0·39	Bombay, Baroda and Central India.
6,49,097	1·30	1·67	3,85,552	0·78	1·00	1,20,899	0·24	0·31	Eastern Bengal.
30,73,307	1·43	2·34	10,52,016	0·49	0·80	5,71,698	0·26	0·43	East Indian.
15,07,530	1·08	1·66	4,64,128	0·33	0·51	4,87,367	0·35	0·53	Great Indian Peninsula.
4,30,870	0·96	1·51	1,45,719	0·33	0·51	1,28,106	0·28	0·45	Madras and Southern Mahratta.
1,24,666	0·97	1·71	49,104	0·38	0·68	51,477	0·40	0·70	Nizam's State.
17,50,401	1·12	1·54	5,67,238	0·36	0·50	4,81,150	0·31	0·42	North Western.
2,01,616	0·78	1·76	59,692	0·23	0·53	48,572	0·18	0·42	South Indian.
									3′ 3-3/8″ Gauge.
2,53,582	0·84	1·50	1,55,145	0·51	0·92	33,999	0·11	0·20	Assam Bengal.
4,27,676	0·75	2·31	1,45,795	0·26	0·79	1,17,920	0·20	0·63	Bengal and North Western.
5,98,616	1·03	1·96	1,99,151	0·33	0·66	1,25,835	0·21	0·41	Bombay, Baroda and Central India.
3,39,459	1·06	2·06	2,14,397	0·68	1·31	76,786	0·24	0·46	Eastern Bengal.
1,05,197	0·68	1·37	43,901	0·29	0·57	43,237	0·28	0·57	Jodhpur.
3,95,711	0·84	1·99	1,13,054	0·25	0·57	82,177	0·17	0·42	Madras and Southern Mahratta.
1,14,913	0·76	2·14	22,167	0·15	0·41	84,615	0·56	1·57	Mysore State.
1,23,255	1·12	2·33	43,087	0·39	0·82	52,081	0·48	0·98	Nizam's State.
64,158	0·49	1·72	25,444	0·20	0·68	83,837	0·63	2·26	Rohilkund and Kumaon.
4,62,042	0·70	1·72	1,47,404	0·23	0·55	95,893	0·14	0·36	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
1,55,525	1·24	2·93	31,831	0·25	0·60	22,908	0·18	0·43	Bengal Nagpur.
10,203	0·37	1·12	2,940	0·11	0·32	1,959	0·07	0·21	Bombay, Baroda and Central India.
389	0·05	0·28	1,018	0·13	0·74	74	0·01	0·06	Eastern Bengal.
9,226	0·31	2·21	3,839	0·13	0·92	1,543	0·05	0·36	Great Indian Peninsula.
5,464	0·36	2·26	1,061	0·07	0·44	4,048	0·26	1·67	Mysore State.
78,330	1·10	1·35	26,021	0·36	0·46	28,522	0·40	0·50	North Western.
11,421	1·09	2·79	3,360	0·32	0·82	2,791	0·26	0·68	South Indian.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES OF

Railway.	Clothing—(E. III. 3203).			Stationery, Forms and Tickets—(E. III. 3204).			Compensation for goods, etc., lost or damaged—(E. III. 3700).		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	174	175	176	177	178	179	180	181	182
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	1,08,665	0·11	0·16	1,63,076	0·17	0·24	48,132	0·05	0·07
Bombay, Baroda and Central India	42,217	0·07	0·10	1,69,161	0·28	0·40	26,111	0·04	0·06
Eastern Bengal	28,529	0·06	0·07	1,88,951	0·38	0·49	36,805	0·07	0·10
East Indian	2,38,009	0·11	0·18	3,14,294	0·15	0·24	1,29,681	0·06	0·10
Great Indian Peninsula	67,123	0·05	0·08	2,89,452	0·21	0·32	70,414	0·05	0·08
Madras and Southern Mahratta	28,074	0·06	0·10	1,08,624	0·24	0·38	24,188	0·05	0·08
Nizam's State	13,294	0·10	0·18	32,622	0·25	0·45	4,059	0·03	0·06
North Western	2,55,156	0·16	0·22	5,10,011	0·32	0·45	62,989	0·04	0·06
South Indian	7,242	0·03	0·06	99,738	0·39	0·87	7,871	0·03	0·07
3′ 3⅜″ Gauge.									
Assam-Bengal	11,628	0·04	0·07	74,745	0·25	0·44	11,518	0·04	0·07
Bengal and North-Western	58,513	0·10	0·32	1,04,169	0·19	0·56	23,084	0·04	0·13
Bombay, Baroda and Central India	33,792	0·06	0·11	1,09,154	0·19	0·36	18,752	0·03	0·06
Eastern Bengal	16,852	0·05	0·10	1,02,507	0·32	0·62	22,270	0·07	0·13
Jodhpur	15,187	0·10	0·20	37,470	0·24	0·49	9,933	0·06	0·13
Madras and Southern Mahratta	19,271	0·04	0·10	1,23,482	0·26	0·62	22,753	0·05	0·11
Mysore State	14,759	0·10	0·27	65,213	0·44	1·21	3,898	0·03	0·07
Nizam's State	10,636	0·10	0·20	26,990	0·24	0·51	2,148	0·02	0·04
Rohilkund and Kumaon	11,293	0·09	0·31	28,358	0·21	0·76	3,724	0·03	0·10
South Indian	22,551	0·03	0·08	1,87,194	0·28	0·70	9,497	0·01	0·04
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	5,038	0·04	0·10	4,141	0·03	0·08	..	..	..
Bombay, Baroda and Central India	351	0·01	0·04	6,126	0·23	0·67	52	0·00	0·00
Eastern Bengal	..	..	..	554	0·07	0·40	10	0·00	0·01
Great Indian Peninsula	294	0·01	0·07	175	0·01	0·04	..	..	..
Mysore State	706	0·05	0·28	3,119	0·20	1·29	186	0·01	0·06
North-Western	8,703	0·12	0·15	21,206	0·30	0·37	2,938	0·04	0·05
South Indian	284	0·03	0·07	4,575	0·43	1·11	..	..	..

Class I Railways for the year 1939-40—concld.

TRAFFIC DEPARTMENT—*concld.*

Total Operating Expenses—(E. III.).			Total Working Expenses—Abstract E.			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
183	184	185	186	187	188	
Rs.	As.		Rs.	As.		5′ 6″ Gauge.
89,50,284	9·16	13·0	1,05,42,339	10·8	15·3	Bengal-Nagpur.
54,20 436	8·99	12·7	64,64,637	10·7	15·2	Bombay, Baroda and Central India.
59,05,637	11·9	15·3	67,47,408	13·6	17·4	Eastern Bengal.
2,01,54.978	9·34	15·4	2,27,23,916	10·5	17·3	East Indian.
1,08,50,087	7·76	12·0	1,26,60,336	9·06	14·0	Great Indian Peninsula.
29,24,311	6·49	10·2	34,64,779	7·69	12·1	Madras and Southern Mahratta.
9,74,183	7·58	13·4	11,70,732	9·11	16·1	Nizam's State.
1,29,72,026	8·24	11·4	1,49,18,663	9·48	13·1	North Western.
11,03,330	4·29	9·62	13,03,871	5·07	11·4	South Indian.
						3′ 3-3/8″ Gauge.
16,36,007	5·42	9·72	20,51,076	6·80	12·2	Assam-Bengal.
30,01,427	5·27	16·2	34,52,944	6·06	18·7	Bengal and North-Western.
39,42,056	6·75	12·9	45,41,678	7·78	14·9	Bombay, Baroda and Central India.
24,64,580	7·73	15·0	29,09,014	9·12	17·7	Eastern Bengal.
8,11,831	5·26	10·5	10,16,892	6·58	13·2	Jodhpur.
24,40,854	5·22	12·3	28,08,997	6·01	14·2	Madras and Southern Mahratta.
7,76,257	5·19	14·4	8,67,798	5·80	16·1	Mysore State.
8,55,010	7·86	16·4	10,08,368	9·16	19·1	Nizam's State.
3,22,422	2·44	8·67	4,14,976	3·14	11·2	Rohilkund and Kumaon.
28,58,478	4·34	10·7	33,32,247	5·06	12·4	South Indian.
						2′ 6″ and 2′ 0″ Gauges.
6,31,600	5·01	11·9	7,04,823	5·59	13·3	Bengal Nagpur.
1,20,466	4·41	13·2	1,34,037	4·91	14·7	Bombay, Baroda and Central India.
18,160	2·28	13·2	19,871	2·50	14·5	Eastern Bengal.
62,788	2·11	15·0	62,823	2·11	15·0	Great Indian Peninsula.
37,100	2·43	15·3	41,479	2·72	17·1	Mysore State.
5,79,997	8·14	10·1	6,65,230	9·34	11·5	North-Western.
48,217	4·58	11·8	62,799	5·96	15·3	South Indian.

30.—*Analysis of operating expenses of*

TABLE F.—EXPENSES OF

Railway.	General Administration, London Boards and Charges in India for Government supervision, control and audit (F. I. 1100 and 1200).			General Manager's and Divisional Superintendent's Offices—(F. I. 1300).			Accounts and Audit Department—(F. I. 1400).		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses	Total amount.	Per train mile.	Percentage of total working expenses.
	189	190	191	192	193	194	195	196	197
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	2,84,212	0·29	0·41	4,87,445	0·50	0·71	12,77,537	1·31	1·85
Bombay, Baroda and Central India	1,93,903	0·32	0·46	3,22,284	0·53	0·76	7,72,245	1·28	1·81
Eastern Bengal	..	..	..	4,02,189	0·81	1·04	6,66,281	1·34	1·72
East Indian	..	..	..	14,19,448	0·66	1·08	27,03,994	1·25	2·06
Great Indian Peninsula	..	..	..	2,66,362	0·19	0·29	16,63,854	1·19	1·83
Madras and Southern Mahratta	1,87,288	0·42	0·65	2,16,359	0·48	0·76	5,33,580	1·18	1·86
Nizam's State	99,562	0·77	1·37	1,46,700	1·14	2·02	2,00,267	1·56	2·75
North Western	..	..	..	17,52,162	1·11	1·54	25,64,580	1·63	2·25
South Indian	92,335	0·35	0·80	1,05,226	0·41	0·92	2,65,986	1·04	2·32
3′ 3-3/8″ Gauge.									
Assam-Bengal	1,66,312	0·55	0·99	1,21,203	0·40	0·72	3,11,543	1·03	1·85
Bengal and North-Western	2,51,817	0·44	1·36	1,03,572	0·18	0·56	4,72,633	0·84	2·56
Bombay, Baroda and Central India	2,27,820	0·39	0·75	2,31,582	0·40	0·76	5,55,476	0·95	1·81
Eastern Bengal	..	..	..	2,01,274	0·63	1·22	3,33,436	1·05	2·02
Jodhpur	..	..	..	77,703	0·50	1·01	1,94,264	1·26	2·53
Madras and Southern Mahratta	2,00,198	0·42	1·01	1,43,134	0·31	0·72	4,09,233	0·87	2·06
Mysore State	22,205	0·15	0·41	57,403	0·38	1·07	1,31,094	0·88	2·43
Nizam's State	72,117	0·65	1·37	1,05,846	0·96	2·01	1,45,386	1·32	2·75
Rohilkund and Kumaon	78,813	0·59	2·12	29,329	0·22	0·79	1,31,408	1·00	3·53
South Indian	2,15,480	0·33	0·81	1,88,375	0·29	0·70	5,03,142	0·76	1·88
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	94,170	0·75	1·78	14,816	0·12	0·28	38,962	0·31	0·74
Bombay, Baroda and Central India	5,783	0·21	0·63	9,242	0·34	1·01	23,759	0·87	2·60
Eastern Bengal	..	..	..	1,369	0·17	1·00	2,268	0·29	1·65
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
Mysore State	1,065	0·07	0·44	2,754	0·18	1·14	6,285	0·41	2·59
North-Western	..	..	..	23,003	0·33	0·40	32,208	0·45	0·56
South Indian	8,383	0·80	2·05	1,150	0·11	0·28	4,322	0·41	1·05

Class I Railways for the year 1939-40—contd.

GENERAL DEPARTMENT.

Stores Department—(F. I. 1500).			Medical Department—(F. I. 1700).			Police—(F. I. 1800).			Railway.
Total amount.	Per train mile.	Percentage of Total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
198	199	200	201	202	203	204	205	206	
									5′ 6″ Gauge.
Rs.	As.		Rs.	As.		Rs.	As.		
6,61,691	0·68	0·96	6,04,241	0·62	0·87	6,08,630	0·62	0·88	Bengal-Nagpur.
4,92,065	0·82	1·15	2,87,658	0·48	0·68	4,61,471	0·77	1·08	Bombay, Baroda and Central India.
3,83,712	0·77	0·99	3,07,284	0·80	1·03	3,71,014	0·75	0·96	Eastern Bengal.
12,21,812	0·56	0·93	8,33,563	0·39	0·64	11,41,668	0·53	0·87	East Indian.
7,62,886	0·55	0·84	6,46,430	0·46	0·71	8,11,958	0·58	0·90	Great Indian Peninsula.
2,45,881	0·54	0·86	2,42,794	0·54	0·85	3,34,790	0·74	1·17	Madras and Southern Mahratta.
95,994	0·75	1·32	93,183	0·73	1·28	1,00,960	0·78	1·39	Nizam's State
10,54,195	0·67	0·93	7,22,114	0·46	0·63	15,43,559	0·98	1·36	North Western.
1,14,739	0·45	1·00	90,668	0·35	0·79	1,20,451	0·47	1·05	South Indian.
									3′ 3⅜″ Gauge.
98,223	0·33	0·59	1,89,171	0·63	1·13	1,55,208	0·52	0·92	Assam-Bengal.
83,600	0·14	0·45	1,74,921	0·31	0·95	1,66,078	0·29	0·90	Bengal and North-Western.
2,38,624	0·41	0·78	2,68,196	0·46	0·87	4,46,476	0·76	1·46	Bombay, Baroda and Central India.
69,428	0·22	0·42	96,734	0·30	0·59	1,98,197	0·62	1·20	Eastern Bengal.
81,570	0·53	1·06	29,655	0·19	0·38	36,843	0·24	0·48	Jodhpur.
1,41,003	0·30	0·71	1,70,866	0·37	0·86	1,66,592	0·36	0·84	Madras and Southern Mahratta.
46,286	0·31	0·86	45,574	0·30	0·85	27,198	0·18	0·50	Mysore State.
69,526	0·63	1·32	72,013	0·65	1·36	1,04,198	0·95	1·98	Nizam's State.
19,923	0·15	0·53	34,854	0·26	0·94	40,008	0·30	1·07	Rohilkund and Kumaon.
2,17,768	0·33	0·81	2,09,812	0·32	0·78	2,38,069	0·36	0·89	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
20,114	0·16	0·38	38,326	0·30	0·72	49,414	0·39	0·93	Bengal Nagpur.
2,152	0·08	0·24	2,399	0·08	0·26	14,141	0·52	1·55	Bombay, Baroda and Central India.
408	0·05	0·30	109	0·01	0·08	806	0·10	0·59	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
2,219	0·15	0·92	2,185	0·14	0·90	1,302	0·08	0·53	Mysore State.
16,672	0·24	0·29	29,337	0·41	0·51	64,214	0·90	1·11	North-Western.
2,199	0·21	0·54	3,103	0·29	0·76	1,995	0·19	0·49	South Indian.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT—*concld.*

Railway.	Total General Administration —(F. I.).			Total Repairs and Maintenance —(F. II.).			Total Working Expenses— Abstract F.		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	207	208	209	210	211	212	213	214	215
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	40,84,817	4·18	5·91	75,191	0·03	0·11	41,60,008	4·26	6·02
Bombay, Baroda and Central India	26,45,723	4·39	6·21	15,397	0·02	0·03	26,61,120	4·41	6·24
Eastern Bengal	22,91,908	4·61	5·92	22,387	0·04	0·06	23,14,295	4·65	5·98
East Indian	75,15,007	3·48	5·73	56,000	0·03	0·04	75,71,007	3·51	5·77
Great Indian Peninsula	43,56,727	3·12	4·80	36,121	0·02	0·04	43,92,848	3·14	4·84
Madras and Southern Mahratta	18,31,807	4·06	6·40	15,968	0·04	0·06	18,47,775	4·10	6·46
Nizam's State	7,55,042	5·88	10·4	2,651	0·02	0·03	7,57,693	5·90	10·4
North Western	78,53,652	4·99	6·99	49,519	0·03	0·04	79,03,171	5·02	6·94
South Indian	8,10,196	3·15	7·06	3,424	0·01	0·03	8,13,620	3·16	7·09
3′ 3¾″ Gauge.									
Assam-Bengal	10,79,452	3·58	6·42	6,885	0·02	0·04	10,86,337	3·60	6·46
Bengal and North-Western	12,82,429	2·25	6·94	25,794	0·05	0·14	13,08,223	2·30	7·08
Bombay, Baroda and Central India	20,57,256	3·53	6·72	11,454	0·02	0·04	20,68,710	3·55	6·76
Eastern Bengal	9,31,151	2·92	5·65	867	0·00	0·01	9,32,018	2·92	5·66
Jodhpur	4,35,511	2·82	5·66	3,781	0·02	0·05	4,39,292	2·84	5·71
Madras and Southern Mahratta	12,78,007	2·73	6·44	5,131	0·01	0·03	12,83,138	2·74	6·47
Mysore State	3,50,815	2·34	6·51	6,480	0·04	0·12	3,57,295	2·38	6·63
Nizam's State	5,82,594	5·29	11·0	1,969	0·02	0·03	5,84,563	5·31	11·1
Rohilkund and Kumaon	3,56,063	2·69	9·57	10,145	0·08	0·27	3,66,208	2·77	9·84
South Indian	16,34,163	2·48	6·10	6,663	0·01	0·02	16,40,826	2·49	6·12
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	2,60,697	2·07	4·92	..	..	..	2,60,697	2·07	4·92
Bombay, Baroda and Central India	59,676	2·18	6·53	..	..	..	59,676	2·18	6·53
Eastern Bengal	5,178	0·65	3·78	..	..	..	5,178	0·65	3·78
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
Mysore State	16,821	1·10	6·94	311	0·02	0·13	17,132	1·12	7·07
North-Western	1,68,089	2·36	2·91	449	0·01	0·01	1,68,538	2·37	2·92
South Indian	22,264	2·11	5·44	35	0·00	0·01	22,299	2·11	5·45

Class I Railways for the year 1939-40—contd.

TABLE G.—MISCELLANEOUS EXPENSES.

Total General Administration—(G. I).			Total Operating Expenses—(G. III).			Total Working Expenses—Abstract G.			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
216	217	218	219	220	221	222	223	224	
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
43,02,428	4·40	6·23	8,58,111	0·88	1·24	51,60,539	5·28	7·47	Bengal-Nagpur.
27,14,373	4·50	6·37	82,916	0·14	0·19	27,97,289	4·64	6·56	Bombay, Baroda and Central India.
25,17,325	5·06	6·50	4,71,498	0·95	1·22	29,88,823	6·01	7·72	Eastern Bengal.
83,57,723	3·87	6·38	13,78,983	0·64	1·05	97,36,706	4·51	7·43	East Indian.
52,86,984	3·78	5·83	3,58,440	0·26	0·40	56,45,424	4·04	6·23	Great Indian Peninsula.
19,96,740	4·43	6·08	2,59,816	0·58	0·91	22,56,556	5·01	7·89	Madras and Southern Mahratta.
4,51,796	3·52	6·21	19,275	0·15	0·26	4,71,071	3·67	6·47	Nizam's State.
60,02,487	3·81	5·27	7,51,951	0·48	0·66	67,54,438	4·29	5·93	North Western.
7,25,930	2·83	6·33	1,20,667	0·47	1·05	8,46,597	3·30	7·38	South Indian.
									3′ 3⅜″ Gauge.
8,07,490	2·68	4·82	1,92,008	0·64	1·14	9,99,498	3·32	5·96	Assam-Bengal.
7,78,653	1·36	4·21	10,022	0·02	0·06	7,88,675	1·38	4·27	Bengal and North Western.
18,27,519	3·13	5·98	38,132	0·07	0·12	18,65,651	3·20	6·10	Bombay, Baroda and Central India.
8,50,433	2·67	5·16	36,955	0·11	0·23	8,87,388	2·78	5·39	Eastern Bengal.
2,64,830	1·72	3·44	3,90,916	2·53	5·09	6,55,746	4·25	8·53	Jodhpur.
10,47,689	2·24	5·28	1,58,946	0·34	0·80	12,06,635	2·58	6·08	Madras and Southern Mahratta.
2,21,746	1·48	4·11	27,393	0·18	0·51	2,49,139	1·66	4·62	Mysore State.
3,33,122	3·03	6·31	13,357	0·12	0·25	3,46,479	3·15	6·56	Nizam's State.
1,57,290	1·19	4·23	..	..	..	1,57,290	1·19	4·23	Rohilkund and Kumaon.
17,12,931	2·60	6·39	3,31,567	0·50	1·24	20,44,498	3·10	7·63	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
1,74,859	1·39	3·30	5,389	0·04	0·10	1,80,248	1·43	3·40	Bengal-Nagpur.
26,223	0·96	2·87	..	..	..	26,223	0·96	2·87	Bombay, Baroda and Central India.
4,048	0·51	2·96	20	0·00	0·01	4,068	0·51	2·97	Eastern Bengal.
7,332	0·25	1·75	..	..	..	7,332	0·25	1·75	Great Indian Peninsula.
10,304	0·68	4·27	1,302	0·08	0·54	11,606	0·76	4·81	Mysore State.
1,98,164	2·78	3·43	8,462	0·12	0·15	2,06,626	2·90	3·58	North Western.
7,036	0·67	1·72	998	0·09	0·24	8,034	0·76	1·96	South Indian.

30.—Analysis of operating expenses of

TABLE H.—EXPENSES OF

Railway.	General Administration—(H. I.)				Electric Traction—Sub-Stations, overhead equipment, etc.,—Running and Workshop repairs—(H. II 2110 and 2120).			
	Total amount.	Per 1,000 vehicle mile.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	225	226	227	228	229	230	231	232
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	3,01,946	0·65	0·31	0·44	..	..	..	..
Bombay, Baroda and Central India	4,53,084	2·00	0·75	1·06	48,028	2·65	0·30	0·11
Eastern Bengal	2,17,829	1·23	0·44	0·56	..	..	..	..
East Indian	11,14,605	1·06	0·52	0·85	..	..	..	..
Great Indian Peninsula	12,19,510	7·84	2·71	1·35	4,04,118	4·64	1·56	0·44
Madras and Southern Mahratta	2,60,349	1·38	0·58	0·91	..	..	..	..
Nizam's State	28,948	0·51	0·22	0·40	..	..	..	..
North Western	7,12,214	1·11	0·45	0·63	..	..	..	..
South Indian	73,696	1·08	0·29	0·64	..	..	..	..
3′ 3⅜″ Gauge.								
Assam Bengal	82,266	0·68	0·27	0·49	..	..	..	..
Bengal and North Western	62,821	0·29	0·11	0·34	..	..	..	..
Bombay, Baroda and Central India	2,20,574	0·85	0·38	0·72	..	..	..	..
Eastern Bengal	1,06,085	0·71	0·33	0·65	..	..	..	..
Jodhpur	4,857	0·07	0·03	0·06	..	..	..	..
Madras and Southern Mahratta	1,71,733	1·13	0·37	0·87	..	..	..	..
Mysore State	6,603	0·18	0·04	0·12	..	..	..	..
Nizam's State	23,955	0·72	0·22	0·45	..	..	..	..
Rohilkund and Kumaon	31,764	0·88	0·24	0·85	..	..	..	
South Indian	2,30,659	1·23	0·35	0·86	24,285	3·56	0·44	0·09
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	2,735	0·06	0·02	0·05	..	..	..	..
Bombay, Baroda and Central India	157	0·03	0·01	0·02	..	..	..	..
Eastern Bengal	72	0·06	0·01	0·05	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	318	0·13	0·02	0·13	..	..	..	..
North Western	19,818	1·09	0·28	0·34	..	..	..	..
South Indian	3,359	1·33	0·32	0·82	..	..	..	..

Class I Railways for the year 1939-40—contd.

ELECTRICAL DEPARTMENT.

Rolling stock traction equipment—Multiple unit Stock—Running repairs—(H. II 2131).				Rolling Stock traction equipment—Electric Locomotive—Running repairs—(H. II 2132).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expense.	
233	234	235	236	237	238	239	240	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
20,285	1·12	0·13	0·05	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	East Indian.
44,625	1·73	0·35	0·05	*75,567	*1·23	*0·58	*0·08	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3¾″ GAUGE.
..	..	..	..	..	..	..	..	Assam Bengal.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
22,890	3·36	0·45	0·09	*756	*0·11	*0·17	*0·00	South Indian.
								2′ 6″ AND 2′ 0″ GAUGE.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.

* Includes recurring repairs to Battery Locomotives.

30.—Analysis of operating expenses of

TABLE H.—EXPENSES

Railway.	Rolling Stock traction equipment—Battery Locomotive—Running repairs—(H. II. 2133).				Rolling Stock traction equipment—Multiple unit Stock—Workshop repairs—(H. II. 2134).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	241	242	243	244	245	246	247	248
5′ 6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	13,691	0·76	0·08	0·03	73,695	4·07	0·46	0·17
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	*	*	*	*	1,93,370	2·22	0·75	0·22
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3⅜″ GAUGE.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	*	*	*	*	7,551	1·11	0·15	0·03
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..

* Included in Columns 237 to 240.

Class I Railways for the year 1939-40—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

Rolling Stock traction equipment—Electric Locomotive—Workshop repairs —(H. II. 2135).				Rolling Stock traction equipment—Battery Locomotive—Workshop repairs—(H. II. 2136).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
249	250	251	252	253	254	255	256	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
..	..	..	..	1,545	0·08	0·01	0·01	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	East Indian.
*81,303	*0·93	*0·31	*0·09	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3⅜″ GAUGE.
..	..	..	..	..	..	..	..	Assam Bengal.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..			Rohilkund and Kumaon.
*218	*0·03	*0·05	*0·00	†	†	†	†	South Indian.
								2′ 6″ AND 2′ 0″ GAUGES.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.

* Includes recurring repairs to Battery Locomotives.
† Included in columns 249 to 252.

TABLE H.—EXPENSES

Railway.	Rolling Stock traction equipment—Body Work under Frames, bogies, etc.—Running and Workshop repairs and other items—(H. II. 2140 and 2150).				Total Electric traction and Rolling Stock traction equipment—(H. II. 2100).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle. miles.	Per train mile.	Percentage of total working expenses.
	257	258	259	260	261	262	263	264
5′ 6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	3,89,905	21·6	2·44	0·91	5,47,149	30·2	3·42	1·28
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	10,34,255	11·8	3·99	1·14	18,33,238	21·0	7·07	2·02
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3⅜″ GAUGE.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	42,370	6·21	0·77	0·16	98,070	14·4	1·77	0·37
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..

Class I Railways for the year 1939-40—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

Electric General Services—Electric plant and equipment, Miscellaneous equipment and New Minor Works—(H. II. 2200).				Electric Communication Services—Train Movement Instruments and Apparatus, Communication circuits and Apparatus, Miscellaneous equipment and New Minor Works—(H. II. 2300).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle. miles.	Per train mile.	Percentage of total working expenses.	
265	266	267	268	269	270	271	272	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
*7,71,084	1·66	0·79	1·12	5,06,661	1·09	0·51	0·73	Bengal-Nagpur.
4,51,651	2·00	0·75	1·06	2,25,361	0·99	0·37	0·53	Bombay, Baroda and Central India.
5,10,702	2·89	1·03	1·32	3,71,030	2·10	0·75	0·96	Eastern Bengal.
18,78,971	1·79	0·87	1·43	12,43,295	1·18	0·58	0·95	East Indian.
13,30,041	2·35	0·95	1·47	7,61,574	1·35	0·54	0·84	Great Indian Peninsula.
3,86,719	2·05	0·85	1·35	1,93,083	1·03	0·44	0·68	Madras and Southern Mahratta.
40,881	0·72	0·32	0·56	87,672	1·55	0·68	1·20	Nizam's State.
18,88,655	2·94	1·20	1·66	10,03,400	1·56	0·64	0·88	North Western.
1,18,342	1·73	0·46	1·03	90,454	1·32	0·35	0·79	South Indian.
								3′ 3½″ GAUGE.
3,27,502	2·71	1·09	1·94	77,257	0·65	0·25	0·46	Assam Bengal.
2,05,280	0·96	0·36	1·11	1,55,212	0·73	0·27	0·84	Bengal and North Western.
3,92,476	1·51	0·67	1·28	2,74,430	1·05	0·47	0·90	Bombay, Baroda and Central India.
2,50,967	1·68	0·79	1·52	2,14,149	1·44	0·67	1·30	Eastern Bengal.
65,506	0·88	0·42	0·85	1,12,466	1·52	0·73	1·46	Jodhpur.
1,70,683	1·12	0·37	0·86	2,17,268	1·43	0·46	1·09	Madras and Southern Mahratta.
..	..	..	..	65,205	1·77	0·44	1·21	Mysore State.
19,120	0·57	0·17	0·36	98,227	2·93	0·89	1·86	Nizam's State.
..	..	..	..	28,990	0·80	0·22	0·78	Rohilkund and Kumaon.
3,68,416	1·96	0·56	1·37	2,13,386	1·13	0·32	0·80	South Indian.
								2′ 6″ AND 2′ 0″ GAUGES.
19,701	0·44	0·16	0·37	48,607	1·09	0·38	0·92	Bengal Nagpur.
1,047	0·19	0·04	0·11	6,805	1·18	0·24	0·72	Bombay, Baroda and Central India.
270	0·22	0·03	0·20	1,147	0·92	0·15	0·83	Eastern Bengal.
512	0·08	0·02	0·12	..	..	..	..	Great Indian Peninsula.
..	..	..	..	3,097	1·28	0·20	1·28	Mysore State.
53,860	2·97	0·76	0·93	83,430	4·59	1·17	1.45	North Western.
2,494	0·98	0·24	0·61	4,455	1·76	0·42	1·09	South Indian.

* Includes about Rs. 1,82,000 on account of expenditure on the maintenance of Electrical Signal Apparatus charged to head A. 2250 in Table A.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Total Repairs and Maintenance—(H. II.).				Electric Traction—Running Staff—(H. III. 3110).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	273	274	275	276	277	278	279	280
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	12,77,745	2·75	1·30	1·85	..	..	..	..
Bombay, Baroda and Central India	12,24,161	5·40	2·03	2·87	4,15,998	23·0	2·60	0·98
Eastern Bengal	8,81,732	4·99	1·78	2·28	..	..	..	..
East Indian	31,22,266	2·97	1·45	2·38	..	..	..	..
Great Indian Peninsula	39,24,853	6·95	2·81	4·33	16,06,185	18·4	6·20	1·77
Madras and Southern Mahratta	5,79,802	3·08	1·29	2·03	..	..	..	..
Nizam's State	1,28,553	2·27	1·00	1·76	..	..	..	..
North Western	28,92,055	4·50	1·84	2·54	..	..	..	..
South Indian	2,08,796	3·05	0·81	1·82	..	..	..	..
3′ 3⅜″ Gauge.								
Assam Bengal	4,04,759	3·36	1·34	2·40	..	..	..	..
Bengal and North Western	3,60,492	1·69	0·63	1·95	..	..	..	..
Bombay, Baroda and Central India	6,66,906	2·56	1·14	2·18	..	..	..	..
Eastern Bengal	4,65,116	3·12	1·46	2·82	..	..	..	..
Jodhpur	1,77,972	2·40	1·15	2·31	..	..	..	..
Madras and Southern Mahratta	3,87,122	2·54	0·83	1·95	..	..	..	..
Mysore State	65,205	1·77	0·44	1·21	..	..	..	..
Nizam's State	1,17,347	3·50	1·06	2·22	..	..	..	..
Rohilkund and Kumaon	28,990	0·80	0·22	0·78	..	..	..	..
South Indian	6,79,372	3·61	1·03	2·54	80,355	11·8	1·45	0·30
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	68,308	1·53	0·54	1·29	..	..	..	..
Bombay, Baroda and Central India	7,652	1·37	0·28	0·83	..	..	..	..
Eastern Bengal	1,417	1·14	0·18	1·03	..	..	..	..
Great Indian Peninsula	512	0·08	0·02	0·12	..	..	..	..
Mysore State	3,097	1·28	0·20	1·28	..	..	..	..
North Western	1,37,290	7·56	1·93	2·38	..	..	..	..
South Indian	6,949	2·74	0·56	1·70	..	..	..	..

Class I Railways for the year 1939-40—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

Electric traction—Electric current—(H. III. 3140).				Electric traction—Examiners, cleaners, oilers, etc.—(H. III. 3150).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
281	282	283	284	285	286	287	288	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
11,26,161	62·2	7·05	2·64	45,509	2·51	0·28	0·11	Bombay, Baroda and Centra India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	East Indian.
27,84,941	32·0	10·8	3·07	77,587	0·89	0·30	0·09	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3½″ GAUGE.
..	..	..	..	..	..	..	..	Assam Bengal.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
1,85,183	27·2	3·35	0·69	9,553	1·40	0·17	0·03	South Indian.
								2′ 6″ AND 2′ 0″ GAUGES.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Electric traction—Oil waste, other stores and Miscellaneous expenses—(H. III. 3160 and 3170).				Total Electric traction—Operating Expenses—(H. III. 3100).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	289	290	291	292	293	294	295	296
5′ 6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	20,219	1·11	0·13	0·05	16,07,887	88·8	10·1	3·78
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	97,988	1·13	0·37	0·11	45,69,604	52·5	17·6	5·04
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3⅜″ GAUGE.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	7,664	1·13	0·14	0·03	2,82,760	41·5	5·11	1·05
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..

Class I Railways for the year 1939-40—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

General Services—Supply of energy for Power and Lighting, other operating labour and stores and Miscellaneous expenses—(H. III. 3200).				Communication Services—Train Movement Instruments and Appraratus, Communication circuits and Apparatus and Miscellaneous—(H. III.-3300)'.				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
297	298	299	300	301	302	303	304	
								5′ 6″ Gauge.
Rs.	Rs.	As.		Rs.	Rs.	As.		
2.23,250	0·48	0·23	0·32	6,76,160	1·46	0·69	0·98	Bengal-Nagpur.
3,53,770	1·56	0·59	0·83	4,56,963	2·02	0·76	1·07	Bombay, Baroda and Central India.
1,06,488	0·60	0·21	0·28	1,79,022	1·02	0·36	0·46	Eastern Bengal.
5,85 330	0·56	0·27	0·45	9,76,592	0·93	0·45	0·74	East Indian.
3,01,830	0·53	0·22	0·34	11,01,800	1·95	0·79	1·21	Great Indian Peninsula.
1,83,836	0·98	0·41	0·64	1,68,042	0·89	0·37	0·59	Madras and Southern Mahratta.
4,593	0·08	0·04	0·07	55,573	0·98	0·43	0·76	Nizam's State.
5,58,170	0·87	0·36	0·49	10,76,219	1·68	0·68	0·94	North Western.
45,343	0·66	0·18	0·40	59,696	0·88	0·23	0·52	South Indian.
								3′ 3⅜″ Gauge.
1,40,398	1·16	0·47	0·84	82,915	0·69	0·27	0·49	Assam-Bengal.
1,67,999	0·79	0·30	0·91	1,25,361	0·59	0·22	0·68	Bengal and North-Western.
1,14,426	0·44	0·20	0·38	4,07,542	1·57	0·70	1·33	Bombay, Baroda and Central India.
61,461	0·41	0·19	0·37	1,03,326	0·69	0·33	0·63	Eastern Bengal.
95,124	1·28	0·62	1·24	70,813	0·95	0·46	0·92	Jodhpur.
71,493	0·47	0·15	0·36	1,40,069	0·92	0·30	0·71	Madras and Southern Mahratta.
..	..	..	..	28,979	0·78	0·19	0·54	Mysore State.
3,719	0·11	0·03	0·07	46,774	1·40	0·43	0·89	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
1,86,519	0·99	0·28	0·70	1,46,703	0·78	0·22	0·55	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
5,447	0·12	0·05	0·10	17,640	0·40	0·14	0·34	Bengal Nagpur.
515	0·09	0·02	0·06	4,371	0·78	0·16	0·48	Bombay, Baroda and Central India.
13	0·01	0·00	0·01	554	0·44	0·07	0·40	Eastern Bengal.
62	0·01	0·00	0·01	485	0·07	0·02	0·12	Great Indian Peninsula.
..	..	..	..	1,389	0·58	0·09	0·57	Mysore State.
12,806	0·70	0·18	0·22	26,290	1·45	0·37	0·46	North Western.
9	0·00	0·00	0·00	4,950	1·96	0·47	1·21	South Indian.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Cost of energy supplied for works and purposes not chargeable to Revenue.—(H. III. 3400).				Total Operating Expenses—(H. III).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	305	306	307	308	309	310	311	312
5′ 6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	..	..	..	..	8,99,410	1·94	0·92	1·30
Bombay, Baroda and Central India	..	..	..	..	24,18,620	10·7	4·02	5·68
Eastern Bengal	..	..	..	..	2,85,510	1·62	0·57	0·74
East Indian	..	..	..	..	15,61,922	1·49	0·72	1·19
Great Indian Peninsula	..	..	..	..	59,73,224	10·6	4·27	6·59
Madras and Southern Mahratta	..	..	..	..	3,51,878	1·87	0·78	1·23
Nizam's State	..	..	..	..	60,166	1·06	0·47	0·83
North Western	..	..	..	..	16,34,389	2·55	1·04	1·43
South Indian	..	..	..	..	1,05,039	1·54	0·41	0·92
3′ 3⅜″ GAUGE.								
Assam-Bengal	..	..	..	..	2,23,313	1·85	0·74	1·33
Bengal and North Western	..	..	..	..	2,93,360	1·38	0·52	1·59
Bombay, Baroda and Central India	..	..	..	..	5,21,968	2·01	0·90	1·71
Eastern Bengal	..	..	..	..	1,64,787	1·10	0·52	1·00
Jodhpur	..	..	..	..	1,24,881	1·68	0·81	1·63
Madras and Southern Mahratta	..	..	..	..	2,11,562	1·39	0·45	1·07
Mysore State	..	..	..	..	28,979	0·78	0·19	0·54
Nizam's State	..	..	..	..	50,493	1·51	0·46	0·96
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	6,15,982	3·27	0·94	2·30
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	..	..	..	..	23,087	0·52	0·19	0·44
Bombay, Baroda and Central India	..	..	..	..	4,886	0·87	0·18	0·54
Eastern Bengal	..	..	..	..	567	0·45	0·07	0·41
Great Indian Peninsula	..	..	..	..	547	0·08	0·02	0·13
Mysore State	..	..	..	..	1,389	0·58	0·09	0·57
North Western	..	..	..	..	39,096	2·15	0·55	0·68
South Indian	..	..	..	..	4,959	1·96	0·47	1·21

Class I Railways for the year 1939-40—concld.

OF ELECTRICAL DEPARTMENT—*concld.*

Appropriation to Depreciation Reserve Fund—(H. IV)				Total Working Expenses—Abstract H.				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
313	314	315	316	317	318	319	320	321
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
2,13,231	0·46	0·22	0·31	26,92,332	5·80	2·75	3·90	Bengal-Nagpur.
1,21,572	0·54	0·20	0·29	42,17,437	18·6	7·00	9·90	Bombay, Baroda and Central India.
56,696	0·32	0·11	0·15	14,41,767	8·16	2·90	3·73	Eastern Bengal.
3,50,638	0·33	0·16	0·27	61,49,431	5·85	2·85	4·69	East Indian.
23,43,383	4·15	1·68	2·58	1,34,60,970	23·8	9·63	14·9	Great Indian Peninsula.
5,759	0·03	0·01	0·02	11,97,788	6·36	2·66	4·19	Madras and Southern Mahratta.
..	..	..	..	2,17,667	3·84	1·69	2·99	Nizam's State.
8,38,945	1·31	0·53	0·74	60,77,603	9·47	3·86	5·34	North Western.
16,675	0·24	0·06	0·14	4,04,206	5·91	1·57	3·52	South Indian.
								3′ 3¾″ GAUGE.
36,309	0·30	0·12	0·22	7,46,647	6·19	2·47	4·44	Assam-Bengal.
..	..	..	..	7,16,673	3·36	1·26	3·88	Bengal and North Western.
18,890	0·07	0·03	0·06	14,28,338	5·49	2·45	4·67	Bombay, Baroda and Central India.
29,371	0·20	0·09	0·18	7,65,359	5·13	2·40	4·65	Eastern Bengal.
..	..	..	..	3,07,710	4·15	1·99	4·00	Jodhpur.
26,309	0·17	0·05	0·13	7,96,726	5·23	1·70	4·02	Madras and Southern Mahratta.
..	..	..	..	1,00,787	2·73	0·67	1·87	Mysore State.
..	..	..	..	1,91,795	5·73	1·74	3·63	Nizam's State.
..	..	..	..	60,754	1·68	0·46	1·63	Rohilkund and Kumaon.
50,409	0·27	0·08	0·19	15,76,922	8·38	2·40	5·89	South Indian.
								2′ 6″ AND 2′ 0″ GAUGES.
..	..	..	..	94,130	2·11	0·75	1·78	Bengal Nagpur.
..	..	..	..	12,695	2·27	0·47	1·39	Bombay, Baroda and Central India.
119	0·09	0·02	0·09	2,175	1·74	0·28	1·58	Eastern Bengal.
..	..	..	..	1,059	0·16	0·04	0·25	Great Indian Peninsula.
..	..	..	..	4,804	1·99	0·31	1·98	Mysore State.
31,622	1·74	0·44	0·55	2,27,826	12·5	3·20	3·95	North Western.
653	0·26	0·06	0·16	15,920	6·29	1·51	3·89	South Indian.

30.—*Analysis of operating expenses of Class I Railways for the year 1939-40*—concld.

TABLES A TO H.

Summary.

NOTE.—Upto the year 1935-36, the figures of total working expenses of Other than State-managed railways (Class I) included actual expenditure on 'Replacements and Renewals', but from 1936-37 all Class I railways (except B. & N. W., R. & K., Jodhpur and N. S. railways in respect of Other than State-owned portions of their railways systems) include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Railway.	General Administration.		Repairs and Maintenance.		Operating Expenses.		Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	
322	323	324	325	326	327	328	329	330	331
5′ 6″ GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur	1,43,81,752	20·8	2,14,67,917	31·1	2,12,59,294	30·8	1,19,34,375	17·3	6,90,43,238
Bombay, Baroda and Central India	88,46,515	20·8	1,00,49,345	23·6	1,52,35,447	35·7	84,73,283	19·9	4,26,04,590
Eastern Bengal	80,96,911	20·9	1,38,80,860	35·9	1,10,58,248	28·6	56,69,607	14·6	3,87,05,626
East Indian	2,67,16,010	20·4	3,38,48,968	25·8	4,57,83,310	34·9	2,47,35,820	18·9	13,10,83,908
Great Indian Peninsula	1,76,01,542	19·4	2,12,48,724	23·4	3,27,95,735	36·2	1,90,36,419	21·0	9,06,82,420
Madras and Southern Mahratta	62,24,966	21·8	67,64,574	23·6	1,00,78,492	35·2	55,46,487	19·4	2,86,14,519
Nizam's State	20,07,707	27·6	17,53,816	24·1	23,09,661	31·7	(b) 12,05,718	16·6	72,76,902
North Western	2,26,92,215	19·9	2,76,58,498	24·3	4,05,11,927	35·6	2,30,14,357	20·2	11,38,76,997
South Indian	24,58,425	21·4	20,73,462	18·1	50,47,414	44·0	18,94,128	16·5	1,14,73,429
3′ 3⅜″ GAUGE.									
Assam Bengal	36,31,343	21·6	42,78,832	25·4	48,15,664	28·6	40,99,706	24·4	1,68,25,545
Bengal and North Western	35,82,008	19·4	46,57,391	25·2	74,05,242	40·1	(b) 28,37,458	15·3	1,84,82,099
Bombay, Baroda and Central India	71,92,421	23·5	81,88,423	26·8	1,13,28,474	37·0	(a) 38,72,899	12·7	3,05,82,217
Eastern Bengal	30,92,916	18·8	50,25,197	30·5	54,22,056	32·9	29,37,107	17·8	1,64,77,276
Jodhpur	13,47,952	17·5	18,39,154	23·9	29,28,792	38·1	(b) 15,71,580	20·5	76,87,478
Madras and Southern Mahratta	40,79,846	20·6	47,13,720	23·8	76,64,902	38·6	33,76,356	17·0	1,98,34,824
Mysore State	9,36,116	17·4	11,00,117	20·4	23,79,543	44·2	9,72,985	18·0	53,88,761
Nizam's State	15,44,880	29·2	12,90,254	24·4	17,87,221	33·9	(b) 6,59,259	12·5	52,81,614
Rohilkund and Kumaon	8,50,396	22·9	10,52,239	28·3	11,78,318	31·7	(b) 6,38,434	17·1	37,19,387
South Indian	57,68,272	21·5	52,17,769	19·4	1,00,94,056	37·7	57,25,050	21·4	2,68,05,147
2′ 6″ & 2′ 0″ GAUGES.									
Bengal Nagpur	8,62,541	16·3	18,13,303	34·2	15,55,615	29·3	10,68,946	20·2	53,00,405
Bombay, Baroda and Central India	1,45,675	16·0	3,74,559	41·0	3,33,699	36·5	59,185	6·48	9,13,118
Eastern Bengal	13,540	9·87	54,334	39·6	57,367	41·8	11,869	8·66	1,37,110
Great Indian Peninsula	30,020	7·17	1,80,071	43·0	2,08,374	49·8	..	..	4,18,465
Mysore State	44,644	18·4	52,950	21·8	1,14,017	47·1	30,671	12·7	2,42,282
North Western	9,09,761	15·8	15,10,548	26·2	17,63,761	30·6	15,84,112	27·4	57,68,182
South Indian	1,03,749	25·3	92,110	22·5	1,39,542	34·1	74,148	18·1	4,09,549

(a) Includes Rs. 58,782 on account of exchange on sterling capital transactions.

(b) Includes expenditure on account of Replacements and Renewals for other than State-owned portions as under :—

B. & N. W. Railway (Company's portion) .. .. .. Rs. 11,21,506.
Jodhpur Railway (Durbar lines) .. .. Rs. 13,64,676.
Nizam's State Railway (H. E. H.'s Government lines) .. .. Rs. 17,85,679 (B. G. Rs. 11,75,613 and M.G. Rs. 6,10,066.)
Rohilkund and Kumaon Railway (Company's portion).. .. Rs. 1,97,337.

31.—*Statement of Oil Consumption on Class I Railways during the years 1938-39 and 1939-40.*

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental). Total Pints. Passenger and mixed Services.	Total Pints. Goods Services.	Pints per 100 engine miles. Passenger and mixed Services.	Pints per 100 engine miles. Goods Services.	Lubricating oil used on Coaching, Goods, and Departmental Vehicles. Total pints.	Pints per 1,000 vehicle miles (in terms of 4-wheelers).
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.							
Bengal Nagpur	*1938-39*	*303,234*	*591,808*	*4·59*	*6·27*	*476,940*	*1·08*
	1939-40	301,964	634,777	4·54	6·05	490,126	1·03
Bombay, Baroda and Central India	*1938-39*	*297,596*	*148,729*	*6·10*	*6·44*	*258,783*	*1·27*
	1939-40	272,948	158,892	5·69	6·16	279,266	1·32
Eastern Bengal	*1938-39*	*523,985*	*123,974*	*8·65*	*7·61*	*227,279*	*1·23*
	1939-40	520,827	132,054	8·61	7·43	253,974	1·42
East Indian	*1938-39*	*1,992,759*	*1,733,712*	*10·3*	*11·4*	*1,356,135*	*1·27*
	1939-40	1,938,500	1,848,329	10·3	11·5	1,386,453	1·25
Great Indian Peninsula	*1938-39*	*930,211*	*850,240*	*7·50*	*9·89*	*764,215*	*1·42*
	1939-40	936,795	926,758	7·54	9·86	800,134	1·45
Madras and Southern Mahratta	*1938-39*	*453,993*	*286,374*	*9·75*	*9·46*	*160,553*	*0·84*
	1939-40	469,509	298,712	10·1	10·0	149,451	0·78
Nizam's State	*1938-39*	*82,958*	*67,748*	*6·64*	*7·66*	*28,260*	*0·49*
	1939-40	84,979	68,501	6·69	7·54	25,259	0·44
North Western	*1938-39*	*1,589,272*	*998,367*	*8·98*	*11·3*	*1,162,300*	*1·73*
	1939-40	1,569,950	972,102	8·89	11·4	1,147,908	1·76
South Indian	*1938-39*	*386,242*	*97,111*	*11·0*	*10·3*	*43,074*	*0·61*
	1939-40	366,513	116,035	11·5	11·6	61,249	0·88
Total	*1938-39*	*6,560,250*	*4,898,063*	*8·58*	*9·62*	*4,477,539*	*1·33*
	1939-40	6,461,985	5,156,160	8·56	9·58	4,593,820	1·33
3′ 3⅜″ GAUGE.							
Assam Bengal	*1938-39*	*222,965*	*75,163*	*5·22*	*6·39*	*149,480*	*1·18*
	1939-40	212,654	71,809	5·53	6·49	127,979	1·05
Bengal and North Western	*1938-39*	**319,330*	*160,434*	*4·90*	*4·98*	*307,087*	*1·30*
	1939-40	†310,679	149,133	4·97	4·73	287,525	1·28
Bombay, Baroda and Central India	*1938-39*	*272,667*	*140,731*	*4·59*	*4·30*	*441,351*	*1·79*
	1939-40	264,602	153,640	4·43	4·15	426,430	1·61
Eastern Bengal	*1938-39*	*220,621*	*74,919*	*6·38*	*5·62*	*168,670*	*1·19*
	1939-40	221,533	74,464	6·29	5·43	161,161	1·07
Jodhpur	*1938-39*	*92,310*	*23,537*	*4·94*	*4·53*	*53,963*	*0·81*
	1939-40	98,278	28,379	5·11	3·99	59,081	0·78
Madras and Southern Mahratta	*1938-39*	*346,290*	*246,005*	*7·26*	*8·64*	*95,070*	*0·62*
	1939-40	351,641	282,771	7·54	8·87	104,495	0·70
Mysore State	*1938-39*	*64,784*	*33,364*	*4·32*	*4·08*	*77,534*	*2·09*
	1939-40	71,595	46,718	4·46	5·56	78,295	2·12
Nizam's State	*1938-39*	*79,076*	*34,368*	*5·73*	*7·17*	*19,315*	*0·57*
	1939-40	78,235	33,946	5·92	7·02	20,151	0·58
Rohilkund and Kumaon	*1938-39*	*‡ 67,385*	*25,040*	*4·54*	*4·17*	*43,852*	*1·07*
	1939-40	§ 66,759	21,604	4·21	3·72	48,779	1·27
South Indian	*1938-39*	*446,539*	*109,478*	*5·40*	*5·62*	*183,937*	*0·95*
	1939-40	436,072	111,529	5·68	5·20	169,532	0·91
Total	*1938-39*	*2,131,967*	*923,039*	*5·41*	*5·69*	*1,540,259*	*1·21*
	1939-40	2,112,048	973,993	5·51	5·64	1,482,428	1·15

* Includes 79 pints of oil on account of engine power supplied by the R. and K. Railway.
† " 78 " " " " " " " " "
‡ Excludes 79 pints of oil on account of engine power supplied to B. and N. W. Railway.
§ " 78 " " " " " " " " "

31.—*Statement of Oil Consumption on* ***Class I Railways*** *during the years 1938-39 and 1939-40*—concld.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2′ 6″ and 2′ 0″ Gauges.			
Bengal-Nagpur	*1938-39*	*87,265*	*3·57*
	1939-40	89,292	3·54
Bombay, Baroda and Central India	*1938-39*	*24,447*	*4·72*
	1939-40	23,554	4·77
Eastern Bengal	*1938-39*	*12,650*	*9·52*
	1939-40	12,061	9·40
Great Indian Peninsula	*1938-39*	*51,183*	*10·8*
	1939-40	54,539	10·9
Mysore State	*1938-39*	*15,486*	*6·45*
	1939-40	15,249	6·22
North Western	*1938-39*	*111,913*	*8·64*
	1939-40	113,340	8·48
South Indian	*1938-39*	*11,331*	*5·13*
	1939-40	9,016	5·10
Total	*1938-39*	*314,275*	*8·80*
	1939-40	317,051	9·12

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1938-39 and 1939-40.*

NOTE 1.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Physical Statistics.				
1. Sections electrified		(1) Church Gate to Grant Road, (2) Grant Road to Bandra (Through lines) (3) Grant Road to Bandra (Local Lines) (4) Bandra to Borivli (Local Lines). §§ (5) Borivli to Virar (Main Line).	(1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan. ‡	Madras Beach to Tambaram.
2. Date of first opening for public service		5th January 1928.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March		§§ 1st Sept. 1936.		
3·01. Route mileage	*1939*	*36·80*	*44·00*	*18·14*
	1940	36·80	44·00	18·14
3·02. Track mileage (excluding sidings)	*1939*	*91·60*	*88·00*	*36·28*
	1940	91·60	88·00	36·28
4. Mileage open for electric service on 31st March.	*1939*	*36·80*	*44·00*	*18·14*
	1940	36·80	44·00	18·14
5. No. of sub-power stations on 31st March	*1939*	*4*	*4*	*4*
	1940	4	4	4
6. No. of electric railway stations on 31st March	*1939*	*27*	*28*	*14*
	1940	27	28	14
7. Mileage of transmission cable on 31st March	*1939*	*¶79·00*	***48·78*	*41·49*
	1940	†79·14	**48·78	41·49
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1938-39*	*40*	*§53*	*24*
	1939-40	40	§53	24
8·02. Trailer coaches	*1938-39*	*120*	*153*	*48*
	1939-40	120	153	48
9. Average number on line (in units)—				
9·01. Motor coaches	*1938-39*	*40*	*§53*	*24*
	1939-40	40	§53	24
9·02. Trailer coaches	*1938-39*	*120*	*150*	*48*
	1939-40	120	151	48
9·03. Train units*	*1938-39*	*40*	*51*	*24*
	1939-40	40	51	24
10. Average number under or awaiting repairs (in units)—				
10·01 Motor coaches	*1938-39*	*2*	*3*	*3*
	1939-40	2	7	3
10·02. Percentage of item 9·01	*1938-39*	*5·00*	*15·1*	*10·4*
	1939-40	5·00	13·2	13·6
10·03. Trailer coaches	*1938-39*	*5*	*20*	*5*
	1939-40	5	17	7
10·04. Percentage of item 9·02	*1938-39*	*4·17*	*13·3*	*10·4*
	1939-40	4·17	11·3	13·6

* A train unit is a motor coach and three trailers.

¶ Overhead 42·50 miles and underground 36·50 miles.

† Overhead 42·50 miles and underground 36·64 miles.

§ Includes 2 spare motor coaches.

** Overhead 7·80 miles and underground 40·98 miles.

‡ Figures for items 8 onwards include Statistics relating to the running of multiple unit services beyond Kalyan, *viz.*, Kalyan-Kasara and Kalyan-Karjat which sections are also utilised for main line traffic.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1938-39 and 1939-40*—contd.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—contd.				
11. Average number available for use (in units)—				
11·01. Motor coaches	*1938-39*	*38*	*45*	*22*
	1939-40	38	46	21
11·02. Trailer coaches	*1938-39*	*115*	*130*	*43*
	1939-40	115	134	41
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1938-39*	*38*	*38*	*17*
	1939-40	38	38	17
12·02. Trailer coaches	*1938-39*	*94*	*114*	*34*
	1939-40	95	112	34
12.03. Train units*	*1938-39*	*38*	*38*	*17*
	1939-40	38	38	17
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1938-39*	*Nil*	*7*	*4*
	1939-40	Nil	8	4
13·02. Trailer coaches	*1938-39*	*21*	*16*	*9*
	1939-40	20	22	7
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1938-39*	*78,832*	*938,297*	*810;114*
	1939-40	77,905	800,723	777,313
14·02. Total two unit traffic trains	*1938-39*	*1,233,924*	*1,207,084*	*35,067*
	1939-40	1,238,523	1,257,410	37,259
14·02. (*a*) Total three unit traffic trains	*1938-39*	*Nil*	*Nil*	*3,562*
	1939-40	Nil	Nil	1,283
14·02. (*b*) Total four unit traffic trains	*1938-39*	*Nil*	*Nil*	*Nil*
	1939-40	Nil	Nil	Nil
14·03. Total traffic trains	*1938-39*	*2,546,680*	*3,352,465*	*890,934*
	1939-40	2,554,951	3,315,543	855,680
14·04. Other trains	*1938-39*	*18,781*	*22*	*20*
	1939-40	20,855	Nil	155
15. Hours—				
15·01. Traffic trains	*1938-39*	*122,246*	*141,082*	*33,916*
	1939-40	123,452	139,752	33,587
15·02. Other	*1938-39*	*1,756*	*29,088*	*2*
	1939-40	1,731	26,925	9
15·03. Total	*1938-39*	*124,002*	*170,170*	*33,918*
	1939-40	125,183	166,677	33,596
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1938-39*	*8,925,796*	*12,921,841*	*2,672,802*
	1939-40	8,981,281	12,911,329	2,567,040
16·02. Other trains	*1938-39*	*67,199*	*88*	*60*
	1939-40	74,709	Nil	465

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1938-39 and 1939-40*—contd.

NOTE 1.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—contd.				
17. Train usage—				
17·01. Train unit miles per day per train unit in use.	*1938-39* ..	*187*	*242*	*143*
	1939-40 ..	185	238	136
17·02. Train unit *miles* per day per train unit on line.	*1938-39* ..	*176*	*180*	*102*
	1939-40 ..	176	178	97
18. Train usage—				
18·01. Train unit hours per day per train unit in use.	*1938-39* ..	*9·02*	*12·3*	*5·43*
	1939-40 ..	9·00	12·0	5·36
18·02. Train unit hours per day per train unit on line.	*1938-39* ..	*8·49*	*9·14*	*3·87*
	1939-40 ..	8·55	8·93	3·82
19. Vehicle usage—				
19·01. Motor coach miles per day per motor coach on line (in units).	*1938-39* ..	*176*	*180*	*102*
	1939-40 ..	176	178	97
19·02. Trailer coach miles per day per trailer Coach unit on line.	*1938-39* ..	*147*	*175*	*102*
	1939-40 ..	148	174	97
20. Motor coach failures—				
20·01. Number	*1938-39* ..	*Nil*	*266*	*26*
	1939-40 ..	Nil	323	19
20·02. Motor coach miles per motor coach failure (in units).	*1938-39* ..	*Nil*	*12,603*	*34,267*
	1939-40 ..	Nil	10,265	45,044
21. Power supply failure—				
21·01. Failures originating at source of supply	*1938-39* ..	*Nil*	*Nil*	*1*
	1939-40 ..	Nil	Nil	1
21·02. Failures originating at sub-station ..	*1938-39* ..	*Nil*	*Nil*	*7*
	1939-40 ..	Nil	3	3
21·03. Failures on account of overhead track equipment.	*1938-39* ..	*Nil*	*4*	*27*
	1939-40 ..	Nil	10	20
22. Number of passengers carried—				
22·01. First Class	*1938-39* ..	*21,939*	*10,400*	(*a*) *Nil*
	1939-40 ..	17,831	10,030	Nil
22·02. Second Class	*1938-39* ..	*1,295,258*	*516,381*	*111,054*
	1939-40 ..	1,253,397	508,085	114,285
22·03. Third Class	*1938-39* ..	*46,277,433*	*33,041,534*	*8,379,790*
	1939-40 ..	47,025,856	33,410,534	8,382,227
22·04. Total	*1938-39* ..	*47,594,630*	*33,568,315*	*8,490,844*
	1939-40 ..	48,297,084	33,928,649	8,496,512

(*a*) First class accommodation on the Madras suburban electric trains was abolished from 1st July 1937.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1938-39 and 1939-40*—concld.

NOTE 1.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results. Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—concld.				
23. Passenger miles—				
23·01. First Class	*1938-39* ..	*165,326*	*153,938*	(*a*) *Nil*
	1939-40 ..	144,750	151,578	Nil
23·02. Second Class	*1938-39* ..	*9,397,158*	*3,878,769*	*732,815*
	1939-40 ..	8,951,271	3,850,606	736,136
23·03. Third Class	*1938-39* ..	*329,680,944*	*233,608,884*	*52,397,951*
	1939-40 ..	339,213,866	244,413,870	50,375,072
23·04. Total	*1938-39* ..	*339,243,428*	*237,641,591*	*53,130,766*
	1939-40 ..	348,309,887	248,416,054	51,111,208
24. Earnings from passengers carried—				
24·01. First Class	*1938-39* ..	*6,319*	*5,214*	(*a*) *Nil*
	1939-40 ..	5,551	5,489	Nil
24·02. Second Class	*1938-39* ..	*2,06,683*	*83,075*	*10,119*
	1939-40 ..	2,00,997	83,729	9,789
24·03. Third Class	*1938-39* ..	*38,63,026*	*27,51,591*	*6,64,837*
	1939-40 ..	39,92,602	28,86,910	6,44,652
24·04. Total	*1938-39* ..	*40,81,028*	*28,39,880*	*6,74,956*
	1939-40 ..	41,99,150	29,76,128	6,54,441
25. Earnings from and cost of, electric train working—				
25·01. Earnings per passenger mile Pies	*1938-39* ..	*2·31*	*2·29*	(*c*) *2·44*
	1939-40 ..	2·32	2·30	(*c*) 2·46
25·02. Cost per passenger mile .. Pies	*1938-39* ..	*1·57*	(*d*) *3·05*	*1·75*
	1939-40 ..	1·51	2·80	1·64
25·03. Earnings per train mile .. Rs.	*1938-39* ..	*1·65*	(*e*) *1·32*	(*c*) *0·80*
	1939-40 ..	1·66	(*e*) 1·45	(*c*) 0·85
25·04. Cost per train mile Rs.	*1938-39* ..	*1·12*	(*e*) *1·76*	*0·57*
	1939-40 ..	1·10	(*e*) 1·76	0·57
26. Gross ton miles (including Departmental) ..	*1938-39* ..	*489,569,775*	*594,763,555*	*67,832,364*
	1939-40 ..	491,897,274	593,433,095	65,153,472
27. Power used—				
27·01. Total power for traction and train lighting kilowatt hours.	*1938-39* ..	*31,825,907*	*40,790,290*	*6,177,479*
	1939-40 ..	29,657,451	40,755,572	5,801,478
27·02. Kilowatt hours per train unit mile ..	*1938-39* ..	*12·4*	*12·4*	(*c*) *6·40*
	1939-40 ..	11·5	12·5	(*b*) (*c*) 6·40
27·03. Kilowatt hours per 1,000 gross ton miles	*1938-39* ..	*65·0*	*70·0*	(*f*) (*c*) *69·3*
	1939-40 ..	60·3	70·0	(*b*) (*c*) 66·9
28. Lubricating oil used for all purposes (including Departmental)—				
28·01. Total pints	*1938-39* ..	*41,376*	*143,189*	*23,470*
	1939-40 ..	41,852	131,707	18,657
28·02. Pints per 1,000 vehicle miles	*1938-39* ..	*4·59*	*11·1*	*8·78*
	1939 40 ..	4·02	10 2	7·27

(*a*) First class accomodation on the Madras suburban electric trains was abolished from 1st July 1937.
(*b*) 135,077 Kilowatt hours used for shunting purposes are excluded in working out this figure.
(*c*) These results include passenger miles, train miles and gross ton miles performed by electric locomotives.
(*d*) Revised figures.
(*e*) The figure of train miles, for thi [purpose, has been calculated by taking the number of trains as run without converting them into single unit trains (as done on the Bombay, Baroda and Central India and South Indian Railways). The figures for 1938-39 have, also, been revised accordingly.
(*f*) 131,609 Kilowatt hours used for shunting purposes are excluded in working out this figure.

33.—*Statement of Rail Car (Steam propelled and Internal combustion engine propelled) performance on Class I Railways during the years 1938-39 and 1939-40.*

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Rail Car Performance.

(*i*) Steam Propelled.

Railway.	Years.	Average authorised Stock (in terms of units).		Average number on the line (in terms of units).		Mileage Performed (in thousands).				Car Miles per car day.	Car failures.		Lbs. of coal / Gallons of fuel consumed per 1,000 seat miles.
		Rail cars.	Trailer coaches.	Rail cars.	Trailer coaches.	(*a*) Car miles.	(*b*) Trailer coach miles.	Total (*a*) &(*b*)	Total seat miles (car and trailer).		Number.	Car miles per car failure.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													
Bengal Nagpur	*1938-39*	*2*	*Nil*	*2*	*Nil*	*27*	*Nil*	*27*	*28,54*	*37·6*	*1*	*27,438*	*190·0*
	1939-40	2	Nil	2	Nil	18	Nil	18	18,70	24·6	1	17,977	184·5
East Indian	*1938-39*	*3*	*Nil*	*3*	*Nil*	*3*	*Nil*	*3*	*3,05*	*2·78*	*1*	*3,048*	*311·9*
	1939-40	3	Nil	3	Nil	24	Nil	24	24,36	22·2	1	24,360	153·6
North Western	*1938-39*	*6*	*2*	*6*	*2*	*1,56*	*54*	*2,10*	*74,65*	*67·5*	*Nil*	..	*311·6*
	1939-40	6	2	6	2	73	40	1,13	35,92	33·2	Nil	..	296·2
Total	*1938-39*	*11*	*2*	*11*	*2*	*1,86*	*54*	*2,40*	*1,06,24*	*46·3*	*2*	*93,000*	*278·9*
	1939-40	11	2	11	2	1,15	40	1,55	78,98	28·6	2	57,500	225·8
3′ 3¾″ GAUGE.													
Bombay, Baroda and Central India.	*1938-39*	**3*	*Nil*	**3*	*Nil*	*61*	*Nil*	*61*	*69,18*	*56·0*	*4*	*15,316*	*165·5*
	1939-40	*3	Nil	*3	Nil	39	Nil	39	44,47	34·0	4	9,701	184·4
Eastern Bengal	*1938-39*	†2	*Nil*	*2*	*Nil*	*23*	*Nil*	*23*	*12,83*	*31·4*	*Nil*	..	*618·3*
	1939-40	†1	Nil	2	Nil	Nil	Nil	Nil	Nil	..	Nil	..	..
Nizam's State	*1938-39*	*2*	*Nil*	*2*	*Nil*	*24*	*Nil*	*24*	*26,92*	*33·0*	*2*	*12,019*	*131·0*
	1939-40	2	Nil	2	Nil	16	Nil	16	18,10	23·0	Nil	..	125·9
Total	*1938-39*	*7*	*Nil*	*7*	*Nil*	*1,08*	*Nil*	*1,08*	*1,08,93*	*42·3*	*6*	*18,000*	*222·6*
	1939-40	6	Nil	7	Nil	55	Nil	55	62,57	21·5	4	13,750	167·3
2′ 6″ and 2′ 0″ GAUGES.													
Bengal Nagpur	*1938-39*	*3*	*Nil*	*3*	*Nil*	*44*	*Nil*	*44*	*16,59*	*39·9*	*8*	*5,457*	*472·6*
	1939-40	3	Nil	3	Nil	40	Nil	40	15,21	36·5	1	40,033	642·0
North Western	*1938-39*	*3*	*Nil*	*3*	*Nil*	*49*	*Nil*	*49*	*(b)20,37*	*44·3*	*Nil*	..	*(b)300·2*
	1939-40	3	Nil	3	Nil	25	Nil	25	10,67	23·1	Nil	..	299·3
Total	*1938-39*	*6*	*Nil*	*6*	*Nil*	*93*	*Nil*	*93*	*(b)36,96*	*42·5*	*8*	*11,625*	*(b)377·5*
	1939-40	6	Nil	6	Nil	65	Nil	65	25,88	29·7	1	65,000	500·8

(*ii*) Internal Combustion Engine Propelled.

5′ 6″ GAUGE.													
Great Indian Peninsula.	*1938-39*	*1*	*Nil*	*1*	*Nil*	*21*	*Nil*	*21*	*11,62*	*57·9*	*Nil*	..	*‡1·89*
	1939-40	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	..	Nil	..	..
Madras and Southern Mahratta.	*1938-39*	*6*	*Nil*	*6*	*Nil*	*3,14*	*Nil*	*3,14*	*3,45,22*	*148·0*	*6*	*52,306*	*1·36*
	1939-40	6	Nil	6	Nil	3,10	Nil	3,10	3,40,86	141·0	4	77,468	1·38
Nizam's State	*1938-39*	*4*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	..	..
	1939-40	4	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	..	..
North Western	*1938-39*	*1*	*Nil*	*1*	*Nil*	*(a)*	*Nil*	*(a)*	*(a)*	*0·41*	*Nil*	..	*31·5*
	1939-40	(c)1	Nil	1	Nil	(a)	Nil	(a)	(a)	0·17	Nil	..	33·9
Total	*1938-39*	*12*	*Nil*	*8*	*Nil*	*3,35*	*Nil*	*3,35*	*3,56,84*	*(b)114·7*	*6*	*55,833*	*1·38*
	1939-40	11	Nil	7	Nil	3,10	Nil	3,10	3,40,86	121·3	4	77,500	1·38
3′ 3¾″ GAUGE.													
Jodhpur	*1938-39*	*1*	*Nil*	*1*	*Nil*	*5*	*Nil*	*5*	*60*	*13·6*	*Nil*	..	*7·21*
	1939-40	1	Nil	1	Nil	5	Nil	5	56	12·7	Nil	..	6·59
South Indian	*1938-39*	*3*	*Nil*	*3*	*Nil*	*87*	*Nil*	*87*	*62,50*	*80·0*	*1*	*87,125*	*0·71*
	1939-40	3	Nil	3	Nil	71	Nil	71	52,18	65·0	6	11,833	0·76
Total	*1938-39*	*4*	*Nil*	*4*	*Nil*	*92*	*Nil*	*92*	*63,10*	*63·0*	*1*	*92,000*	*0·77*
	1939-40	4	Nil	4	Nil	76	Nil	76	52,74	52·1	6	12,666	0·83
2′ 6″ GAUGE.													
Great Indian Peninsula.	*1938-39*	*1*	*1*	*1*	*1*	*29*	*25*	*54*	*28,77*	*78·3*	*Nil*	..	*§1·56*
	1939-40	1	Nil	1	Nil	13	2	15	8,61	36·8	Nil	..	§2·23
North Western	*1938-39*	*7*	*Nil*	*7*	*Nil*	*43*	*Nil*	*43*	*5,45*	*16·7*	*1*	*42,715*	*14·6*
	1939-40	7	Nil	7	Nil	58	Nil	58	7,85	22·6	Nil	..	(d)14·2
Total	*1938-39*	*8*	*1*	*8*	*1*	*72*	*25*	*97*	*34,22*	*24·7*	*1*	*72,000*	*3·64*
	1939-40	8	Nil	8	Nil	71	2	73	16,46	24·3	Nil	71,000	6·11

* These are articulated sentinal coaches.
† A self propelled vehicle driven by Steam.
‡ Petrol is used on this service. § Oil fuel is used on this service.
(*a*) Less than one thousand. (*b*) Revised figures.
(c) Used as Inspection Car.
(*d*) 209821 seat miles run and 1876 gallons of fuel oil consumed by Electric Car No. 14 have been excluded in working out this result.

34.—*Statement of Rolling Stock in Service on Class II and III Railways on 31st March 1940.*

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Locomotives.	Rail Cars (Steam propelled.)	Rail Cars (Internal combustion engine propelled.)	Electric Motor Coaches.	† Coaching Vehicles (excluding vehicles used exclusively on Railway service).							† Goods Wagons† (excluding wagons used exclusively on Railway service)			† Railway service vehicles.	
					Passenger carriages.											
					Number.	Seats by classes.				Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3' 3⅜" Gauge.																
Bengal Dooars	19	..	..	..	59	143	105	374	2,544	8	67	433	15	448	5	10
Bhavnagar State	39	..	4	..	129	210	487	..	6,234	63	192	1,201	3	1,204	15	13
Bikaner State	57	..	1	..	127	201	255	377	5,814	33	160	1,183	7	1,190	16	16
Dibru-Sadiya	32	..	2	..	45	137	12	216	2,454	22	67	1,159	111	1,270	8	4
Gaekwar's Baroda State	24	..	3	..	162	99	129	..	5,126	3	165	325	7	332	4	16
Gondal (including Porbandar State).	28	..	..	..	111	164	417	..	3,672	30	141	657	..	657	4	42
Jamnagar Dwarka	16	..	6	..	53	92	195	..	1,683	18	71	596	72	668	3	11
Jaipur State	16	..	2	..	80	67	84	25	2,271	4	84	238	5	243	2	3
Junagad State	18	..	2	..	139	138	396	..	3,697	21	160	355	8	363	8	12
Morvi	22	..	3	..	96	173	328	..	2,880	29	125	378	..	378	..	2
Total	271	..	23	..	1,001	1,424	2,408	992	36,375	231	1,232	6,525	228	6,753	65	189
2' 6" Gauge.																
Barsi Light	30	1	..	—	108	..	‡232	..	4,993	11	119	266	12	278	2	14
Gaekwar's Baroda State	37	..	6	..	258	85	159	..	5,148	3	261	1,079	11	1,090	10	3
Shahdara (Delhi) Saharanpur Light.	10	..	..	..	49	12	36	102	1,257	1	50	277	1	278	4	1
Total	77	1	6	..	415	97	427	102	11,398	15	430	1,622	24	1,646	16	18
2' 0" Gauge.																
Darjeeling-Himalayan	34	..	2	..	105	244	244	..	2,169	24	129	497	..	497	..	..
Total	34	..	2	..	105	244	244	..	2,169	24	129	497	..	497	..	..
CLASS III RAILWAYS.																
3' 3⅜" Gauge.																
Udaipur Chitorgarh (Mewar State).	17	..	2	..	64	45	92	74	2,935	18	82	115	..	115	3	..
Total	17	..	2	..	64	45	92	74	2,935	18	82	115	..	115	3	..
2' 6" Gauge.																
Ahmadpur-Katwa	5	..	..	..	19	18	18	64	448	*4	23	22	..	22	..	..
Arrah-Sasaram Light	6	..	..	..	22	32	..	64	622	2	24	117	..	117	..	(a) 1
Bankura-Damodar River.	7	..	..	..	27	24	24	112	616	*6	33	72	..	72	..	(c) 1
Baraset-Basirhat Light	11	5	..	1	38	58	..	201	1,088	1	39	74	..	74	..	(a) (b) 3
Carried over	29	5	..	1	106	132	42	441	2,774	13	119	285	..	285	..	5

* Brake vans.
† In units.
(a) Loco. Van.
(b) Includes 2 trollies.
(c) Inspection motor trolly.
‡ The figure this year is less by 8 seats as S·2 has been converted into S. T.

34.—*Statement of Rolling Stock in Service on* Class II and III Railways *on 31st March 1940*—concld.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Locomotives.	Rail Cars. (Steam propelled.)	Rail Cars. (Internal combustion engine propelled.)	Electric Motor Coaches.	† COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							† GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			† RAILWAY SERVICE VEHICLES.	
					Passenger carriages.											
					Number.	Seats by classes.				Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	29	5	..	1	106	132	42	441	2,774	13	119	285	..	285	..	5
CLASS III RAILWAYS —*concld.*																
2' 6" Gauge.																
Bengal Provincial .	7	..	..	..	24	20	20	82	502	2	26	55	..	55	1	§2
Bukhtiarpur-Bihar Light.	5	..	..	..	21	30	24	118	565	..	21	73	..	73	..	(*c*)1
Burdwan-Katwa .	7	..	..	..	22	18	18	96	503	*4	26	36	..	36	..	§1
Cutch State . ..	6	..	1	..	18	..	72	..	440	..	18	62	1	63	..	§2
Dehri-Rohtas Light .	5	3	1	..	9	20	..	12	170	3	12	155	..	155	2	3
Dholpur-State . ..	6	..	..	..	9	..	20	..	401	..	9	114	3	117	..	2
Futwah-Islampur .	3	..	..	..	9	12	..	58	308	..	9	23	..	23	..	..
Kalighat-Falta . .	11	..	..	..	38	30	34	112	1,038	*8	46	45	..	45	..	..
Tezpur-Balipara Light	4	..	..	..	19	12	..	40	670	4	23	91	..	91	..	1
Total .	83	8	2	1	275	274	230	959	7,371	34	309	939	4	943	3	17
2' 0" Gauge.																
Gwalior Light . .	24	..	..	..	71	46	124	..	1,902	6	77	335	7	342	9	7
Howrah-Amta Light .	20	1	..	..	94	74	..	317	2,188	2	96	90	..	90	..	(*c*) 1
Howrah-Sheakhala Light.	3	..	..	1	28	28	..	110	660	..	28	11	..	11	..	..
Jagadhri Light . .	3	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat	6	..	1	..	11	..	22	..	186	..	11	70	1	71	..	1
Kulasekharapatnam Light ‡	..	..	6	..	24	..	..	..	740	..	24	45	..	45	..	§1
Matheran Light .	3	..	2	..	24	86	69	..	150	(*b*)1	25	17	*2	19	2	(*a*) 3
Total .	59	1	9	1	256	240	215	441	5,916	10	266	575	10	585	11	13

* Brake vans.
(*a*) Includes one motor trolly.
† In units
‡ Closed for traffic from 4th February 1940.
§ Inspection motor trollies.
(*b*) Saloon.
(*c*) Loco. Van.

35.—*Statement of Net Additions to or Reductions in Rolling Stock on Class II and III Railways during the year 1939-40.*

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of the size and capacity.

Railway.	† Coaching vehicles (excluding vehicles used exclusively on Railway service).											† Goods wagons (excluding wagons used exclusively on Railway service).			† Railway service vehicles.	
	Locomotives.	Rail Cars. (Steam propelled.)	Rail Cars. Internal combustion engine propelled.)	Electric Motor Coaches.	Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling Cranes and Dummy Trucks).
					No.	Seats by Classes. 1st	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3' 3½" Gauge.																
Bengal Dooars	..	..	..	..	..	..	—6	..	14	..	..	..	..	..	..	..
Bhavnagar State	..	..	..	..	—4	..	2	..	—347	3	—1	5	..	5	4	—9
Bikaner State	3	..	..	..	..	12	12	..	—172	..	..	—12	—1	—13	1	9
Dibru Sadiya	..	..	..	..	—1	..	..	31	—112	..	—1	..	—1	—1	..	..
Gaekwar's Baroda State	..	..	3	..	—2	—12	—16	..	44	..	—2	..	..	..	..	..
Gondal (including Porbandar State).	2	..	..	..	3	—4	..	..	149	..	3	—1	..	—1	1	—1
Jamnagar Dwarka	..	..	1	..	1	9	6	..	31	—1	..	—6	46	40	..	8
Jaipur State	4	..	2	..	4	4	12	25	107	..	4	13	..	13	..	..
Junagad State	..	..	..	..	..	—2	..	..	..	—1	—1	5	—4	1	1	..
Morvi	..	..	..	..	2	..	40	..	81	2	4	28	..	28	..	..
Total	9	..	6	..	3	7	50	56	—205	3	6	32	40	72	7	7
2' 6" Gauge.																
Barsi Light	..	..	..	..	..	..	(a)—8	..	..	..	..	..	..	..	..	..
Gaekwar's Baroda State	1	—1	..	..	..	..	..	..	..	..	..	23	—2	21	..	—17
Shahdara (Delhi) Saharanpur Light.	..	..	..	..	..	..	..	24	122	..	..	12	..	12	..	..
Total	1	—1	..	..	..	..	(a)—8	24	122	..	..	35	—2	33	..	—17
2' 0" Gauge.																
Darjeeling Himalayan	..	..	..	..	—1	..	—6	..	—8	—1	—2	—4	..	—4	..	..
Total	..	..	..	..	—1	..	—6	..	—8	—1	—2	—4	..	—4	..	..
CLASS III RAILWAYS.																
3' 3½" Gauge.																
Udaipur-Chitorgarh (Mewar State).	..	..	..	..	..	3	20	—8	—96	1	1	5	..	5	..	..
Total	..	..	..	..	..	3	20	—8	—96	1	1	5	..	5	..	..
2' 6" Gauge.																
Arrah-Sasaram Light	..	..	..	..	..	..	..	—2	1	—1	—1	—12	..	—12	..	..
Baraset-Basirhat Light	..	4	..	1	—2	..	..	..	—189	..	—2	..	..	..	..	—1
Bakhtiarpur Bihar Light	..	..	..	..	—1	..	..	..	..	..	—1	5	..	5	..	..
Burdwan-Katwa	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..
Dehri-Rohtas Light	—1	2	—2	..	..	..	..	..	..	..	..	26	..	26	..	..
Dholpur State	..	..	..	..	..	..	—2	..	—3	..	..	..	..	..	..	..
Futwah-Islampur	..	..	..	..	..	..	..	..	..	..	..	—5	..	—5	..	..
Total	—1	6	—2	1	—3	..	—2	—2	—189	—1	—4	14	..	14	..	—1
2' 0" Gauge.																
Gwalior Light	..	..	..	..	..	..	..	..	..	..	..	—3	..	—3	..	..
Howrah-Amta Light	2	..	..	..	—2	..	..	—13	—106	..	—2	10	..	10	..	..
Howrah Sheakhala Light	..	..	..	1	—2	..	..	..	—72	..	—2	..	..	..	..	—5
Jorhat	..	..	..	..	—8	—13	—2	—98	—198	—5	—13	1	..	1	..	..
Matheran Light	..	..	—2	..	..	1	..	..	—16	..	..	..	..	..	..	..
Total	2	..	—2	1	—12	—17	—2	—111	—392	—5	—17	8	..	8	..	—5

† In units.

(a) See footnote (‡) against this Railway in col. 8 of Statement 34.

36.—STATEMENT OF PASSENGER AND GOODS REVENUE STATISTICS AND EARNINGS OF CLASS II AND III RAILWAYS FOR THE YEARS 1938-39 AND 1939-40.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of*

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					* Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		* 1st.	2nd.	* Inter.	3rd.	* Total (Cols. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Bhi Light	2′ 6″	*1938-39*	..	*2,5*	..	*839,6*	*842,1*	*289,2*	..	*3,2*	..	*1,128,1*	*1,131,3*
		1939-40	..	2,3	..	765,5	767,8	233,3	..	3,1	..	998,0	1,001,1
Bengal Doors	3′ 3¾″	*1938-39*	*6*	*13,2*	*19,2*	*1,020,5*	*1,042,5*	*29,2*	*9*	*2,6*	*20,1*	*1,048,1*	*1,071,7*
		1939-40	5	2,1	23,0	1,074,5	1,100,1	31,8	7	2,5	24,1	1,104,6	1,131,0
Bhavnagar State	3′ 3¾″	*1938-39*	*6*	*14,8*	..	*2,474,8*	*2,490,2*	*292,1*	*1,0*	*20,2*	..	*2,761,1*	*2,782,3*
		1939-40	6	13,7	..	2,375,0	2,389,3	290,6	9	18,8	..	2,660,2	2,679,9
Bikaner State	3′ 3¾″	*1938-39*	*9*	*5,4*	*11,6*	*1,852,8*	*1,880,7*	*164,3*	*1,2*	*6,9*	*13,5*	*2,023,4*	*2,045,9*
		1939-40	1,1	5,6	10,5	1,734,4	1,751,6	154,7	1,4	7,4	12,2	1,885,3	1,906,3
Darjeeling Himalayan	2′ 0″	*1938-39*	*1,1*	*8,7*	..	*645,9*	*655,7*	*12,9*	*1,7*	*11,8*	..	*655,1*	*668,6*
		1939-40	9	7,5	..	588,5	596,9	11,6	1,2	10,2	..	597,1	608,5
Dibru Sadiya	3′ 3¾″	*1938-39*	*2,9*	*1*	*26,9*	*1,353,1*	*1,383,0*	*45,0*	*3,4*	*1*	*28,7*	*1,395,8*	*1,423,0*
		1939-40	2,9	*Nil*	23,1	1,368,7	1,394,7	43,4	3,5	Nil	25,1	1,409,5	1,438,1
Gaekwar's Baroda State	3′ 3¾″	*1938-39*	*4*	*9,2*	..	*3,627,4*	*3,637,0*	*732,7*	*8*	*13,9*	..	*4,355,0*	*4,369,7*
		1939-40	4	8,9	..	3,611,4	3,620,7	701,7	8	13,3	..	4,308,3	4,322,4
	2′ 6″	*1938-39*	*5*	*20,0*	..	*2,626,3*	*2,646,8*	*191,2*	*6*	*20,7*	..	*2,816,7*	*2,833,0*
		1939-40	4	20,5	..	2,627,0	2,647,9	182,4	5	21,2	..	2,808,6	2,830,3
Gondal	3′ 3¾″	*1938-39*	*3*	*10,7*	..	*1,559,1*	*1,600,1*	*723,2*	*7*	*23,4*	..	*2,299,2*	*2,323,3*
		1939-40	3	0,9	..	1,431,8	1,442,0	674,6	1,0	22,4	..	2,093,2	2,116,6
Jaipur State	3′ 3¾″	*1938-39*	*7*	*4,0*	..	*915,8*	*920,5*	*201,6*	*1,0*	*6,2*	..	*1,114,9*	*1,122,1*
		1939-40	4	3,2	7	861,6	855,9	177,6	7	5,2	11	1,026,5	1,033,5
Jamnagar Dwarka	3′ 3¾″	*1938-39*	*9*	*6,8*	..	*649,9*	*657,6*	*64,5*	*1,1*	*9,0*	..	*712,0*	*722,1*
		1939-40	9	6,3	..	687,9	695,1	6,09	1,1	8,2	..	746,7	756,0
Junagadh State	3′ 3¾″	*1938-39*	*3*	*15,3*	..	*2,274,0*	*2,289,6*	*276,0*	*5*	*19,6*	..	*2,545,5*	*2,565,6*
		1939-40	3	13,4	..	2,147,3	2,161,0	235,2	5	17,4	..	2,378,3	2,396,2
Morvi	3′ 3¾″	*1938-39*	*8*	*10,7*	..	*796,7*	*808,2*	*321,1*	*1,7*	*21,1*	..	*1,106,6*	*1,129,3*
		1939-40	8	10,6	..	739,8	751,2	318,8	1,7	21,0	..	1,047,3	1,070,0
Shahdra (Delhi) -Saharanpur Light	2′ 6″	*1938-39*	*2*	*2,9*	*9,6*	*979,3*	*992,0*	*15,2*	*2*	*2,9*	*9,7*	*994,4*	*1,007,2*
		1939-40	1	2,2	10,5	975,9	988,7	15,8	1	2,3	10,6	991,5	1,004,5
Total Class II Railways	..	*1938-39*	*10,2*	*113,3*	*67,3*	*21,665,2*	*21,846,0*	*3,358,2*	*14,8*	*161,6*	*72,0*	*24,955,8*	*25,204,2*
		1939-40	9,6	106,2	67,8	20,979,3	21,162,9	3,132,4	14,1	153,0	73,1	24,055,1	24,295,3
Class III Railways.													
Ahmadpur Katwa	2′ 6″	*1938-39*	..	*3*	*2,6*	*213,3*	*216,2*	*5,3*	..	*3*	*2,8*	*218,4*	*221,5*
		1939-40	..	3	2,6	230,3	233,2	6,0	..	3	2,8	236,1	239,2
Arrah-Sasaram Light	2′ 6″	*1938-39*	*5*	..	*4,9*	*473,3*	*479,2*	*4,2*	*5*	..	*5,0*	*477,9*	*483,4*
		1939-40	5	..	5,2	527,1	532,8	4,4	6	..	5,4	531,3	537,2
Bankura-Damodar River	2′ 6″	*1938-39*	..	*2*	*1,5*	*132,0*	*133,7*	*9*	..	*3*	*1,5*	*132,8*	*134,6*
		1939-40	..	2	1,6	136,8	138,6	1,0	..	2	1,6	137,8	139,6
Barasat Basirhat Light	2′ 6″	*1938-39*	*3,4*	..	*49,8*	*1,122,4*	*1,175,6*	*5*	*3,4*	..	*49,9*	*1,122,8*	*1,176,1*
		1939-40	2,8	..	40,4	1,063,7	1,106,9	1	2,8	..	40,4	1,063,8	1,107,0
Bengal Provincial	2′ 6″	*1938-39*	*1*	*6*	*5,5*	*316,6*	*322,8*	*67,2*	*1*	*9*	*7,3*	*351,7*	*290,0*
		1939-40	1	5	6,0	310,3	316,9	58,3	1	8	7,8	366,5	375,2

* Columns 9 to 14 and 20 to 24.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same Railway are considered as having made two or more separate journeys.

Class II and III Railways for the years 1938-39 and 1939-40.

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passengers carried (in thousands).					Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
										Rs.	Rs.	Rs.	Rs.	Rs.	Class II Rys.
..	*166*	..	*44,119*	*44,285*	..	*51·5*	..	*39·1*	*39·2*	..	9	..	*7,95*	*8,04*	Barsi Light.
..	153	..	36,973	37,126	..	40·9	..	37·1	37·1	..	8	..	6,80	6,88	
25	*68*	*373*	*18,514*	*18,980*	*29·2*	*25·9*	*18·6*	*17·7*	*17·7*	*6*	*4*	*9*	*3,07*	*3,26*	Bengal Dooars.
25	63	467	19,260	19 815	34·0	25 1	19·4	17·4	17·5	6	4	11	3,27	3,48	
64	*1,163*	..	*77,584*	*78,811*	*64·0*	*57·6*	..	*28·1*	*28·3*	*6*	*52*	..	*13,73*	*14,31*	Bhavnagar State.
54	1,160	..	75,115	76,329	60·0	61·7	..	28·2	28·5	5	51	..	13,30	13,86	
80	*394*	*811*	*83,069*	*84,363*	*74·6*	*57·2*	*60·0*	*41·1*	*41·3*	*14*	*31*	*25*	*17,32*	*18,02*	Bikaner State.
101	427	743	82,479	83,750	70·6	57·8	60·6	43·8	43·9	16	34	24	17,21	17,95	
66	*422*	..	*9,362*	*9,850*	*38·0*	*35·7*	..	*14·3*	*14·7*	*10*	*40*	..	*2,37*	*2,87*	Darjeeling Himalayan.
48	366	..	8,229	8,643	39·2	36·0	..	13·8	14·2	7	35	..	2,29	2,71	
72	*3*	*595*	*19,918*	*20,588*	*21·5*	*24·2*	*20·7*	*14·3*	*14·4*	*7*	..	*17*	*3,11*	*3,35*	Dibru Sadiya.
75	Nil	553	20,518	21,146	21·2	Nil	22·0	14·6	14·7	7	Nil	16	3,20	3,43	
23	*338*	..	*69,394*	*69,755*	*30·0*	*24·3*	..	*15·9*	*16·0*	*3*	*21*	..	*13,57*	*13,81*	Gackwar's Baroda State.
25	326	..	67,736	68,087	32·3	24·5	..	15·7	15·8	3	20	..	13,22	13,45	
18	*417*	..	*37,643*	*38,078*	*30·1*	*20·1*	..	*13·4*	*13·4*	*2*	*20*	..	*9.55*	*9,77*	
13	436	..	37,731	38,180	30·4	20.6	..	13·4	13·5	2	20	..	9,60	9,82	
29	*892*	..	*63,354*	*64,275*	*40·3*	*33·8*	..	*23·2*	*23·4*	*3*	*43*	..	*10,63*	*11,02*	Gondal.
43	857	..	48,932	49,832	43·9	38·1	..	23·4	23·5	4	41	..	9,49	9,04	
61	*330*	..	*38,976*	*39,367*	*59·0*	*53·5*	..	*35·0*	*35·1*	*7*	*19*	..	*6,89*	*6,95*	Jaipur State.
40	284	82	34,765	35,171	58·9	54·8	74·8	33·9	34·0	5	18	2	6,60	6,85	
68	*501*	..	*23,461*	*24,033*	*60·2*	*56·2*	..	*33·0*	*33·3*	*7*	*28*	..	*5,47*	*5,82*	Jamnagar Dwarka.
76	474	..	22,975	23,525	67·1	57·5	.	30·8	31·1	8	26	..	5,52	5,86	
26	*681*	..	*48,217*	*48,851*	*48·5*	*29·6*	..	*19·0*	*19·0*	*2*	*26*	..	*8,74*	*9,02*	Junagad State.
17	526	..	45,376	45,019	36·9	30·2	..	19·1	19·2	1	23	..	8,24	8,48	
110	*1,261*	..	*42,759*	*44,130*	*66·4*	*59·7*	..	*38·6*	*39·1*	*11*	*61*	..	*7,76*	*8,48*	Morvi.
114	1,206	..	42,537	43,047	60·5	61·6	..	40·6	41·1	11	63	.	7,76	8,50	
5	*90*	*242*	*22,255*	*22,592*	*28·6*	*30·8*	*24·9*	*22·4*	*22·4*	..	*4*	*5*	*4,64*	*4,76*	Shahdara (Delhi)-Saharanpur Light.
3	71	243	22,182	22,499	25·9	31·1	23·0	22·4	22·4	..	3	8	4,62	4,73	
656	*6,629*	*2,021*	*583,655*	*597,961*	*44·3*	*41·0*	*28·1*	*23·6*	*23·7*	*78*	*3,58*	*59*	*1,14,60*	*1,19,55*	Total Class II Rys.
634	6,439	2,088	564,808	573,969	45·0	42·1	28·6	23·5	23·6	75	3,46	61	1,11,12	1,15,94	
															Class III Rys.
..	*4*	*38*	*2,419*	*2,461*	..	*13·3*	*13·6*	*11·1*	*11·1*	..	..	*2*	*75*	*77*	Ahmadpur Katwa.
..	4	39	2,623	2,666	..	13·3	13·9	11·1	11·1	..	..	2	82	84	
17	..	*196*	*12,718*	*12,931*	*33·9*	..	*39·3*	*26·6*	*26·7*	*1*	..	*6*	*2,32*	*2,29*	Arrah-Sasaram Light.
17	..	211	14,338	14,566	32·7	..	39·3	27·0	27·1	1	..	7	2,61	2,69	
..	*6*	*29*	*2,040*	*2,075*	..	*20·0*	*19·3*	*15·4*	*15·4*	..	..	*1*	*64*	*65*	Bankura-Damoodar River.
1	5	32	2,144	2,182	..	25·0	20·0	15·6	15·6	..	1	1	67	69	
85	..	*619*	*15,397*	*16,101*	*25·1*	..	*12·4*	*13·7*	*13·6*	*3*	..	*16*	*2,80*	*2,99*	Barasat-Basirhat Light.
69	..	438	14,713	15,220	24·4	..	10·9	13·8	13·7	3	..	12	2,67	2 82	
1	*7*	*46*	*3,036*	*3,090*	*6·28*	*7·02*	*6·28*	*7·95*	*7·92*	..	..	*1*	*62*	*63*	Bengal Provincial.
1	5	48	3,055	3,109	6·40	6·13	6·16	8·33	8·28	..	..	1	61	62	

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1938-39 and 1939-40*—contd.

Railways.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (In thousands).	*Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	*Other traffic.	*Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
													Rs.	
Class II Railways.														
Barsi Light	2′ 6″	*1938-39*	..	*10·0*	..	*3·46*	*3·48*	*125*	*57*	*182*	*9,874*	*54·2*	*9,16*	*17·8*
		1939-40	..	10·0	..	3·53	3·56	104	61	165	9,869	59·6	8,86	17·2
Bengal Doears	3′ 3⅜″	*1938-39*	*24·2*	*12·1*	*4·80*	*3·00*	*3·10*	*107*	*115*	*222*	*17,292*	*78·1*	*15,35*	*17·0*
		1939-40	25·4	11·2	4·33	3·00	3·08	101	94	195	15,638	80·0	14,38	17·7
Bhavnagar State	3′ 3⅜″	*1938-39*	*18·0*	*8·59*	..	*3·40*	*3·49*	*274*	*162*	*436*	*22,321*	*51·2*	*13,11*	*11·3*
		1939-40	17·8	8·44	..	3·40	3·49	270	149	419	21,948	52·4	12,26	10·7
Bikaner State	3′ 3⅜″	*1938-39*	*30·0*	*15·0*	*6·00*	*4·00*	*4·11*	*331*	*243*	*574*	*63,386*	*119·1*	*30,64*	*8·60*
		1939-40	30·0	15·5	6·22	4·00	4·12	327	248	575	73,954	128·5	35,28	9·15
Darjeeling-Himalayan	2′ 0″	*1938-39*	*29·4*	*18·2*	..	*4·85*	*5·59*	*141*	*35*	*176*	*4,888*	*27·7*	*11,87*	*46·6*
		1939-40	28·6	18·2	..	5·34	6·02	146	34	180	5,029	27·9	12,34	47·1
Dibru Sadiya	3′ 3⅜″	*1938-39*	*18·0*	*9·00*	*5·50*	*3·00*	*3·00*	*459*	*65*	*524*	*16,231*	*31·0*	*16,81*	*20·0*
		1939-40	18·0	Nil	5·50	3·00	3·12	454	58	512	17,926	35·0	17,99	19·3
Gaekwar's Baroda State	3′ 3⅜″	*1938-39*	*23·5*	*11·6*	..	*3·76*	*3·80*	*137*	*257*	*394*	*12,952*	*32·9*	*9.15*	*13·6*
		1939-40	23·2	11·7	..	3·75	3·79	83	311	394	13,159	33·4	8,25	12 0
	2′ 6″	*1938-39*	*23·8*	*9·01*	..	*4·87*	*4·92*	*311*	*108*	*419*	*12,808*	*30·5*	*12,43*	*18·6*
		1939-40	23·9	9·01	..	4·88	4·94	272	124	396	11,941	30·2	11,81	19·0
Gondal	3′ 3⅜″	*1938-39*	*19·1*	*9·27*	..	*3·83*	*3·94*	*290*	*290*	*580*	*19,164*	*33·0*	*12,92*	*12·9*
		1939-40	17·8	9·25	..	3·72	3·83	233	313	546	20,569	37·6	12,11	11·3
Jaipur State	3′ 3⅜″	*1938-39*	*21·6*	*11·3*	..	*3·29*	*3·39*	*19*	*211*	*230*	*16,822*	*73·0*	*7,53*	*8·59*
		1939-40	23·3	11·9	5·00	3·65	3·74	34	234	268	18,233	68·1	9,19	9·67
Jamnagar Dwarka	3′ 3⅜″	*1938-39*	*20·4*	*10·6*	..	*4·48*	*4·65*	*313*	*70*	*383*	*14,360*	*37·0*	*6,78*	*9·05*
		1939-40	19·9	10·7	..	4·62	4·79	364	72	436	19,172	44·0	8,28	8·29
Junagadh State	3′ 3⅜″	*1938-39*	*17·7*	*8·44*	..	*3·48*	*3·55*	*274*	*44*	*318*	*12,593*	*39·6*	*9,46*	*14·4*
		1939-40	17·6	8·40	..	3·49	3·55	203	40	243	9,807	40·4	7,37	14.4
Morvi	3′ 3⅜″	*1938-39*	*18·5*	*9·29*	..	*3·49*	*3·69*	*189*	*131*	*320*	*16,871*	*52·7*	*8,73*	*9·96*
		1939-40	18·4	9·26	..	3·50	3·71	270	227	497	26,252	52·8	12,68	9·24
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1938-39*	*14·0*	*9·00*	*6·50*	*4·00*	*4·06*	*128*	*39*	*167*	*5,531*	*33·1*	*4,16*	*15·3*
		1939-40	14·0	9·00	6·50	4·00	4·06	166	44	210	6,363	30·3	4,75	14·3
Total Class II Railways	..	*1938-39*	*22·8*	*10·4*	*5·61*	*3·74*	*3·84*	*3,103*	*1,827*	*4,930*	*250,093*	*50·7*	*1,68,10*	*12·9*
		1939-40	22·7	10·3	5·61	3·78	3·88	3,027	2,009	5,036	260,860	53·6	1,75,55	12·5
Class III Railways.														
Ahmadpur Katwa	2′ 6″	*1938-39*	..	..	*10·1*	*5·95*	*6·01*	*13*	*6*	*19*	*377*	*19·8*	*25*	*12·7*
		1939-40	..	..	9·85	6·00	6·05	16	5	21	432	20·6	29	12·9
Arrah-Sasaram Light	2′ 6″	*1938-39*	*15·0*	..	*6·00*	*3·50*	*3·55*	*52*	*15*	*67*	*2,335*	*34·7*	*1,34*	*11·1*
		1939-40	15·0	..	6·00	3·50	3·50	70	11	81	3,775	46·7	1,47	7·46
Bankura-Damoodar River	2′ 6″	*1938-39*	..	..	*6·62*	*6·02*	*6·01*	*19*	*10*	*29*	*1,210*	*41·7*	*57*	*9·04*
		1939-40	..	38·4	6·00	6·00	6·07	17	10	27	1,101	40·8	52	9·07
Barasat-Basirhat Light	2′ 6″	*1938-39*	*7·94*	..	*5·04*	*3·48*	*3·53*	*23*	*8*	*31*	*833*	*27·3*	*35*	*10·6*
		1939-40	7·86	..	5·06	3·49	3·55	33	8	41	1,208	29·5	1,06	16·8
Bengal Provincial	2′ 6″	*1938-39*	*18·6*	*9·49*	*5·12*	*3·83*	*3·93*	*12*	*4*	*16*	*255*	*16·1*	*23*	*17·2*
		1939-40	18·6	9·38	5·16	3·81	3·84	14	3	17	225	13·5	21	18·2

*Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1938-39 and 1939-40*—contd.

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Passengers carried (in hundreds).					
			1st.	2nd.	Inter.	3rd.	Total.	‡ Other traffic.	‡ 1st.	‡ 2nd	‡ Inter.	‡ 3rd.	Total. (Cols. 8 + 9.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III Railways—*contd.*													
Bukhtiarpur Bihar Light	2′ 6″	*1938-39*	*1*	*1,5*	*9,1*	*437,1*	*447,8*	*46,3*	*1*	*1,7*	*11,6*	*481,2*	*494,8*
		1939-40	1	1,2	9,1	508,2	518,6	63,1	1	1,5	11,4	568,7	581,7
Burdwan-Katwa	2′ 6″	*1938-39*	..	*3*	*2,7*	*215,9*	*218,9*	*9,3*	..	*3*	*3,0*	*225,4*	*228,7*
		1939-40	..	3	2,2	227,4	229,0	9,4	..	3	2,5	236,5	239,3
Cutch State	2′ 6″	*1938-39*	..	*5,1*	..	*261,1*	*266,2*	..	..	*5,1*	..	*261,1*	*266,2*
		1939-40	..	6,3	..	295,0	301,3	..	..	6,3	..	295,0	301,3
Dehri Rohtas Light	2′ 6″	*1938-39*	*2*	*Nil*	*4*	*1,090*	*109,6*	*Nil*	*2*	*Nil*	*4*	*109,0*	*109,6*
		1939-40	2	Nil	4	1,145	115,1	Nil	2	Nil	4	114,5	115,1
Dholpur State	2′ 6″	*1938-39*	..	*2*	.	*131,7*	*131,9*	*1*	..	*2*	..	*131,8*	*132,0*
		1939-40	..	2	..	120,4	120,6	1	..	2	..	120,5	120,7
Futwah-Islampur	2′ 6″	*1938-39*	*3*	..	*4,5*	*246,9*	*251,7*	*22,3*	*3*	..	*5,5*	*268,2*	*274,0*
		1939-40	3	..	4,8	260,4	265,5	22,1	3	..	5,9	281,4	287,6
Gwalior Light	2′ 6″	*1938-39*	..	*1,4*	..	*445,3*	*446,7*	*1,9*	..	*1,4*	..	*447,2*	*448,6*
		1939-40	..	1,4	..	439,4	440,8	1,8	..	1,4	..	441,2	442,6
Howrah Amta Light	2′ 0″	*1938-39*	*3,8*	..	*64,3*	*2,431,2*	*2,499,3*	..	*3,8*	..	*64,3*	*2,431,2*	*2,499,3*
		1939-40	4,5	..	62,0	2,322,7	2,389,2	..	4,5	..	62,0	2,322,7	2,389,2
Howrah-Sheakhala Light	2′ 0″	*1938-39*	*6*	..	*14,8*	*823,9*	*844,3*	..	*6*	..	*14,8*	*823,9*	*844,3*
		1939-40	6	..	7,7	823,8	832,1	..	6	..	7,7	823,8	832,1
Jagadhri Light	2′ 0″	*1938-39*	..	..	*3*	*94,7*	*95,0*	..	..	..	*3*	*94,7*	*95,0*
		1939-40	..	..	3	79,0	79,2	..	..	..	2	79,0	79,2
Jorhat	2′ 0″	*1938-39*	†	†	†	†	†	†	†	†	†	†	†
		1939-40	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1938-39*	..	*1*	*2,9*	*911,6*	*914,6*	*1*	..	*1*	*2,9*	*911,7*	*914,7*
		1939-40	..	1	2,4	884,6	887,1	..	..	1	2,4	884,6	887,1
Kulasekarapatnam Light (*a*)	2′ 0″	*1938-39*	..	..	..	*174,6*	*174,6*	..	..	..	..	*174,6*	*174,6*
		1939-40	..	..	..	69,3	69,3	..	..	..	..	69,3	69,3
Matheran Light	2′ 0″	*1938-39*	*5*	*2,7*	..	*3,5*	*11,7*	*13,7*	*1,7*	*3,2*	..	*15,6*	*26,4*
		1939-40	6	2,8	..	3,6	12,0	17,6	1,5	3,1	..	20,0	29,6
Terpur-Balipara	2′ 6″	*1938-39*	*3*	..	*1,3*	*216,8*	*218,4*	..	*3*	..	*1,3*	*216,8*	*218,4*
		1939-40	1	..	1,0	219,4	220,5	..	1	..	1,0	219,4	220,5
Trivellore Light	2 0″	*1938-39*	..	..	..	*3,9*	*3,9*	..	..	..	..	*3,9*	*3,9*
		1939-40	§	§	§	§	§	§	§	§	§	§	§
Udaipur-Chitorgarh (Mewar State).	3 3½″	*1938-39*	*5*	*2,9*	*2,8*	*660,5*	*666,7*	*114,0*	*1,3*	*5,0*	*3,1*	*771,3*	*780,7*
		1939-40	5	3,1	3,1	623,3	630,0	104,8	9	5,5	3,7	724,7	734,8
Total Class III Railways	..	*1938-39*	*10,3*	*15,3*	*167,4*	*9,440,8*	*9,633,8*	*286,8*	*12,3*	*23,5*	*173,7*	*9,711,1*	*9,920,6*
		1939-40	10,3	16,4	148,7	9,264,2	9,439,6	288,7	11,6	24,7	155,2	9,536,8	9,728,3

† Not available.

‡ Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

§ Closed early in 1939.

(*a*) Closed on 4th February 1940.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passenger miles (in thousands). 1st.	2nd.	Inter.	3rd.	Total.	Average number of miles a passenger was carried. * 1st.	* 2nd.	* Inter.	* 3rd.	* Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
Class III Railways —*concld.*												
Bukhtiarpur-Bihar Light	2′ 6″	*1938-39*	*2*	*35*	*224*	*7,719*	*7,980*	*22·9*	*21·0*	*19·3*	*16·0*	*16·1*
		1939-40	2	30	235	10,250	10,517	22·1	20·1	20·5	18·0	18·1
Burdwan-Katwa	2′ 6″	*1938-39*	..	*8*	*55*	*2,768*	*2,831*	..	*26·7*	*18·3*	*12·3*	*12·4*
		1939-40	1	8	48	2,864	2,921	..	26·6	19·2	12·1	12·2
Cutch State	2′ 6″	*1938-39*	..	*124*	..	*5,286*	*5,410*	..	*24·5*	..	*20·2*	*20·3*
		1939-40	..	156	..	5,948	6,104	..	24·0	..	20·2	20·3
Dehri-Rohtas Light	2′ 6″	*1938-39*	*2*	*Nil*	*10*	*5,581*	*5,593*	*9·00*	*Nil*	*27·0*	*51·0*	*51·0*
		1939-40	2	Nil	11	5,863	5,876	9·00	Nil	27·0	51·0	51·0
Dholpur State	2′ 6″	*1938-39*	..	*5*	..	*2,654*	*2,659*	..	*25·2*	..	*20·1*	*20·1*
		1939-40	..	6	..	2,219	2,225	..	26·7	..	18·4	18·4
Futwah-Islampur	2′ 6″	*1938-39*	*5*	..	*38*	*3,683*	*3,726*	*15·3*	..	*6·90*	*13·7*	*13·6*
		1939-40	5	..	81	3,746	3,832	15·7	..	13·9	13·3	13·3
Gwalior Light	2′ 6″	*1938-39*	..	*55*	..	*11,825*	*11,880*	*51·0*	*41·0*	..	*26·0*	*26·0*
		1939-40	..	51	..	11,571	11,622	35·0	37·0	..	26·0	26·0
Howrah-Amta Light	2′ 0″	*1938-39*	*84*	..	*677*	*30,204*	*30,965*	*22·0*	..	*10·5*	*12·4*	*12·4*
		1939-40	94	..	645	25,825	26,564	20·9	..	10·4	11·1	11·1
Howrah-Sheakhala Light	2′ 0″	*1938-39*	*8*	..	*106*	*6,576*	*6,690*	*14·1*	..	*7·14*	*7·93*	*7·92*
		1939-40	8	..	52	6,428	6,488	13·2	..	6·78	7·80	7·79
Jagadhri Light	2′ 0″	*1938-39*	..	..	*1*	*313*	*314*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1939-40	..	..	1	261	262	3·31	..	3·31	3·31	3·31
Jorhat	2′ 0″	*1938-39*	†	†	†	†	†	†	†	†	†	†
		1939-40	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1938-39*	..	*2*	*15*	*7,809*	*7,826*	..	*20·0*	*5·17*	*8·57*	*8·56*
		1939-40	..	1	13	7,396	7,410	..	10·0	5·42	8·36	8·35
Kulasekarapatnam Light (a)	2′ 0″	*1938-39*	..	..	..	*1,679*	*1,679*	..	..	..	*9·62*	*9·62*
		1939-40	..	..	..	643	643	..	..	..	9·28	9·28
Matheran Light	2′ 0″	*1938-39*	*21*	*103*	..	*196*	*320*	*12·6*	*12·6*	..	*12·6*	*12·6*
		1939-40	19	102	..	252	373	12·6	12·0	..	12·6	12·6
Tezpore-Balipara	2′ 6″	*1938-39*	*2*	..	*13*	*1,759*	*1,774*	*7·99*	..	*10·1*	*8·05*	*8·53*
		1939-40	1	..	13	1,967	1,981	10·0	..	13·3	8·96	8·98
Trivellore Light	2′ 0″	*1938-39*	..	..	..	*21*	*21*	..	..	..	*2·37*	*2·37*
		1939-40	§	§	§	§	§	§	§	§	§	§
Udaipur-Chitorgarh (Mewar State).	3′ 3½″	*1938-39*	*59*	*311*	*170*	*30,231*	*30,851*	*66·6*	*62·0*	*54·5*	*39·3*	*39·5*
		1939-40	62	352	204	29,425	30,043	66·8	64·5	55·3	40·6	40·9
Total Class III Railways	—	*1938-39*	*316*	*660*	*2,237*	*153,964*	*157,177*	*25·7*	*23·1*	*12·9*	*15·9*	*15·8*
		1939-40	282	720	2,071	151,531	154,604	24·3	29·2	13·3	15·9	15·9

* Columns 23 to 27, 39 to 40 and 42.—For the purpose of these figures passengers traveling or consignments passing over two or more railways two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

† Not available.

(a) Closed for traffic on 4th February 1940.

§ Closed early in 1939.

Class II and III Railways for the years 1938-39 and 1939-40—concld.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (in thousands).	*Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
1st.	2nd	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	*Other traffic.	*Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III—*concld*
..	2	7	1,41	1,50	15·0	9·00	6·00	3·50	3·60	39	17	56	992	17·6	88	17·0	Bakhtiarpur Bihar Light.
..	2	7	1,37	1,96	15·0	9·00	6·00	3·50	3·60	34	18	52	1,452	27·9	77	10·1	
..	1	2	87	90	..	24·0	6·93	6·03	6·10	14	10	24	526	21·9	30	11·0	Burdwan-Katwa.
..	1	2	89	92	..	24·0	8·00	5·97	6·05	14	10	24	512	21·3	29	10·9	
..	6	..	1,24	1,30	..	9·15	..	4·50	4·60	36	2	38	875	23·2	83	18·2	Cutch State.
..	7	..	1,39	1,46	..	8·83	..	4·48	4·60	66	..	66	1,481	22·5	1,38	17·9	
..	Nil	..	28	28	36·0	Nil	4·32	0·94	0·95	201	5	206	4,326	21·0	2,08	9·00	Dehri-Rohtas Light.
..	Nil	..	29	29	38·0	Nil	3·97	0·94	0·95	82	5	87	1,825	21·0	1,14	11·0	
..	..	..	57	57	..	13·8	..	4·09	4·10	59	3	62	2,324	37·4	1,05	8·67	Dholpur State.
..	..	..	47	47	..	15·2	..	4·05	4·08	57	2	59	2,172	36·6	1,04	9·20	
1	..	3	86	90	20·0	..	7·50	4·50	4·65	15	6	21	353	17·0	24	13·1	Futwah-Islampur.
1	..	3	88	92	20·0	..	7·50	4·50	4·65	17	5	22	555	25·4	30	10·2	
..	4	..	3,07	3,11	30·0	12·0	..	5·00	5·00	215	23	238	9,911	42·0	4,90	9·00	Gwalior Light.
..	4	..	3,01	3,05	30·0	12·0	..	5·00	5·00	198	26	224	9,105	41·0	5,04	11·0	
4	..	17	6,43	6,64	8·99	..	4·76	4·09	4·11	74	14	88	1,522	17·3	1,89	23·8	Howrah-Amta Light.
4	..	16	6,09	6,29	9·00	..	4·80	4·52	4·54	67	7	74	1,265	17·1	1,67	25·3	
..	..	2	1,17	1,19	8·99	..	4·04	3·41	3·43	12	2	14	232	16·2	28	22·9	Howrah-Sheakhala Light.
..	..	1	1,13	1,14	9·00	..	4·76	3·36	3·38	17	..	17	270	15·7	28	20·1	
..	..	..	6	6	22·0	..	7·26	3·61	3·63	7	..	7	24	3·31	8	62·2	Jagadhri Light.
..	..	..	5	5	21·7	..	7·25	3·63	3·65	7	..	7	22	3·31	8	66·4	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	..	1	1,27	1,28	..	..	12·8	3·12	3·14	36	5	41	806	19·7	44	10·5	Kalighat Falta.
..	..	..	1,21	1,21	..	..	..	3·14	3·14	20	4	24	477	19·9	28	11·2	
..	..	..	37	37	..	..	..	4·23	4·23	7	..	7	64	9·44	14	42·6	Kulasekarapatnam Light.
..	..	..	17	17	..	..	..	5·01	5·01	5	..	5	48	8·88	10	41·2	
7	25	..	31	63	62·0	46·0	..	30·0	38·0	1	1	2	27	12·6	11	78·0	Matheran Light.
6	27	..	35	68	66·0	49·0	..	20·0	34·0	1	1	2	25	12·6	11	83·0	
..	..	1	41	42	20·0	..	7·00	4·50	4·53	19	..	19	1	0·05	89	17·6	Tezpore-Balipara.
..	..	..	36	36	20·0	..	7·00	3·50	3·53	20	..	20	1	0·05	96	18·4	
..	..	..	1	1	..	..	..	6·00	6·10	‡Nil	‡Nil	‡Nil	‡Nil	‡Nil	‡Nil	‡Nil	Trivellore Light.
§	§	§	§	§	§	§	§	§	§	§	§	§	§	§	§	§	
11	19	4	4,72	5,06	23·5	11·5	4·56	2·99	3·16	37	34	71	3,805	53·8	2,34	14·2	Udaipur-Chitorgarh (Mewar State.)
8	21	5	4,60	4,94	23·5	11·7	4·44	3·00	3·15	37	54	91	5,101	56·0	3,78	14·2	
27	57	63	30,18	31,65	16·4	16·6	5·41	3·76	3·87	891	165	1,056	30,793	29·2	20,19	12·6	Total Class III Rys.
23	63	57	30,14	31,57	15·7	16·8	5·28	3·82	3·92	792	169	961	31,076	32·3	20,77	12·8	

† Not available.
‡ Goods traffic was closed.

37.—*Statistics of Engine Miles and Coal consumption of Class II*

Railway.	Gauge.	Year.	Train miles (in thousands). † Passenger.	† Mixed.	† Goods.	Total (including departmental).	Shunting and other Engine miles (in thousands). † Shunting.	* Miscellaneous.	§ Total.	Total engine miles (in thousands) Cols. 7 & 10.	Rail Cars (Internal Combustion engine propelled) miles. In thousands.	Rail Cars (steam propelled) miles. In thousands.	Tons of coal consumed on Locomotives. Foreign Coal.	Indian Coal.	Wood	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.											††	††					
Barsi Light.	2′ 6″	*1938-39*	*192*	*216*	*3*	*415*	*58*	*7*	*65*	*480*	*Nil*	*36*	*Nil*	*9,934*	*1*	*Nil*	*9,935*
		1939-40	192	214	6	413	61	6	67	480	,,	32	,,	9,662	1	,,	9,662
Bengal Dooars.	3′ 3⅜″	*1938-39*	*1*	*292*	*36*	*343*	*36*	*18*	*54*	*397*	,,	*Nil*	,,	*8,522*	*Nil*	,,	*8,522*
		1939-40	1	296	13	332	33	23	56	388	,,	,,	,,	7,909	,,	,,	7,909
Bhavnagar State.	3′ 3⅜″	*1938-39*	*317*	*269*	*75*	*667*	*153*	*39*	*192*	*859*	*74*	,,	*3,713*	*16,672*	*108*	,,	*20,428*
		1939-40	316	294	58	671	146	42	188	859	42	,,	20,427	Nil	66	,,	20,453
Bikaner State.	3′ 3⅜″	*1938-39*	*8*	*945*	*75*	*1,068*	*108*	*33*	*141*	*1,209*	*5*	,,	*Nil*	*28,435*	*48*	,,	*28,454*
		1939-40	12	973	83	1,082	137	47	184	1,266	13	,,	,,	31,564	53	,,	31,585
Darjeeling-Himalayan.	2′ 0″	*1938-39*	*37*	*271*	*209*	*520*	*34*	*34*	*68*	*588*	*Nil*	,,	,,	*11,851*	*Nil*	,,	*11,851*
		1939-40	37	260	214	513	36	31	67	580	,,	,,	,,	11,292	,,	,,	11,292
Dibru-Sadiya	3′ 3⅜″	*1938-39*	*Nil*	*328*	*85*	*413*	*216*	*1*	*217*	*630*	*67*	,,	,,	*13,874*	,,	,,	*13,874*
		1939-40	,,	319	81	405	229	1	230	635	70	,,	,,	13,961	,,	,,	13,961
Gaekwar's Baroda State.	3′ 3⅜″	*1938-39*	*128*	*406*	*18*	*554*	*102*	*15*	*117*	*671*	*Nil*	,,	,,	*15,172*	*60*	,,	*15,196*
		1939-40	138	407	29	575	110	17	127	702	1	,,	,,	14,472	56	,,	14,494
	2′ 6″	*1938-39*	*35*	*440*	*4*	*490*	*99*	*4*	*103*	*593*	*8*	*54*	,,	*9,357*	*53*	‡‡*49* (c)	*9,378*
		1939-40	63	421	5	495	91	4	95	590	4	45	,,	9,267	53	‡‡40 (c)	9,288
Gondal‡	3′ 3⅜″	*1938-39*	*148*	*363*	*25*	*544*	*163*	*14*	*177*	*721*	*Nil*	*Nil*	,,	*15,518*	*49*	*Nil*	*15,537*
		1939-40	156	344	46	561	171	12	183	744	,,	,,	,,	15,712	51	,,	15,733
Jaipur State.	3′ 3⅜″	*1938-39*	*180*	*95*	*142*	*418*	*55*	*3*	*58*	*476*	,,	,,	,,	*9,422*	*64*	,,	*9,447*
		1939-40	112	172	116	435	60	8	68	503	56	,,	,,	10,398	66	,,	**10,424
Jamnagar Dwarka.	3′ 3⅜″	*1938-39*	*45*	*239*	*12*	*296*	*92*	*33*	*125*	*421*	*135*	,,	,,	*7,670*	*67*	,,	*7,697*
		1939-40	49	240	28	317	103	35	138	455	126	,,	,,	9,842	72	,,	9,871
Junagad State.	3′ 3⅜″	*1938-39*	*162*	*302*	*28*	*501*	*47*	*1*	*48*	*549*	*33*	,,	,,	*11,129*	*55*	,,	*11,151*
		1939-40	147	330	16	496	42	2	44	540	25	,,	,,	11,705	54	,,	11,727
Morvi	3′ 3⅜″	*1938-39*	*126*	*197*	*13*	*336*	*109*	*Nil*	*109*	*495*	*28*	,,	,,	*11,019*	*138*	,,	*11,074*
		1939-40	132	198	62	435	131	,,	131	566	28	,,	,,	14,616	135	,,	14,670
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1938-39*	*Nil*	*135*	*24*	*160*	*11*	,,	*11*	*171*	*Nil*	,,	,,	*3,145*	*9*	,,	*3,149*
		1939-40	,,	135	36	171	13	,,	13	184	,,	,,	,,	3,696	9	,,	3,700
Total Class II Railways.	..	*1938-39*	*1,379*	*4,498*	*749*	*6,775*	*1,283*	*202*	*1,485*	*8,260*	*350*	*90*	*3,713*	*171,720*	*652*	‡‡*49*	*175,693*
		1939-40	1,355	4,603	793	6,901	1,363	228	1,591	8,492	365	77	20,427	164,096	616	‡‡40	184,769
Class III.																	
Ahmadpur-Katwa.	2′ 6″	*1938-39*	*5*	*68*	*Nil*	*87*	*17*	*28*	*45*	*132*	*Nil*	*Nil*	*Nil*	*1,130*	*Nil*	*Nil*	*1,130*
		1939-40	15	71	,,	107	14	30	44	151	,,	,,	,,	1,356	,,	,,	1,356
Arrah-Sasaram Light	2′ 6″	*1938-39*	*Nil*	*145*	*13*	*159*	*7*	..	*7*	*166*	,,	,,	,,	*2,207*	,,	,,	*2,207*
		1939-40	,,	177	13	190	12	..	12	202	,,	,,	,,	2,722	,,	,,	2,722
Bankura-Damoodar River.	2′ 6″	*1938-39*	,,	*110*	*Nil*	*114*	*10*	*43*	*53*	*167*	,,	,,	,,	*1,570*	,,	,,	*1,570*
		1939-40	,,	115	1	122	10	48	58	180	,,	,,	,,	1,609	,,	,,	1,609

* Includes light, assisting required, assisting not required, siding and departmental.
†† Oil fuel is not converted into coal.
(c) Includes Oil Fuel consumed for other than Locomotive purposes 1938-39. 16 tons. 1939-40 16 tons.

‡ Includes the Porbandar State Railway.
†† Revised figures.

† Excluding Departmental.
§ Including Departmental.
** Excludes 9 tons of petrol consumed on Rail Motor Cars.

and III Railways for the years 1938-39 and 1939-40.

(b) Tons of Coal consumed for other than Locomotive purposes (Departmental).				Total number of tons of coal consumed.					Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
									Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Class II.
Nil	*78*	*Nil*	*78*	*Nil*	*10,013*	*1*	*Nil*	*10,013*	*Nil*	*5·14*	*3·00*	*Nil*	*Nil*	*12·5*	*3·00*	*Nil*	Barsi Light.
,,	78	,,	78	,,	9,740	1	,,	9,740	,,	5·14	3·00	,,	,,	12·8	3·00	,,	
,,	*1,046*	,,	*1,046*	,,	*9,568*	*Nil*	,,	*9,568*	,,	*4·66*	*Nil*	,,	,,	*12·3*	*Nil*	,,	Bengal Doears.
,,	963	,,	963	,,	8,872	,,	,,	8,872	,,	4·19	,,	,,	,,	11·8	,,	,,	
,,	*832*	*6*	*834*	*3,713*	*17,504*	*114*	,,	*21,262*	*15·0*	*12·4*	*12·4*	,,	*21·0*	*18·4*	*12·4*	,,	Bhavnagar State.
733	Nil	5	735	21,160	Nil	71	,,	21,188	15·8	Nil	12·0	,,	15·8	Nil	12·0	,,	
Nil	*2,866*	*Nil*	*2,866*	*Nil*	*31,301*	*48*	,,	*31,320*	*Nil*	*5·82*	*6·81*	,,	*Nil*	*17·7*	*6·81*	,,	Bikaner State.
,,	2,605	,,	2,605	,,	34,169	53	,,	34,190	,,	4·89	6·81	,,	,,	16·8	6·81	,,	
,,	*2,617*	,,	*2,617*	,,	*14,468*	*Nil*	,,	*14,468*	,,	*5·00*	*Nil*	,,	,,	*12·2*	*Nil*	,,	Darjeeling Himalayan.
,,	2,278	,,	2,278	,,	13,570	,,	,,	13,570	,,	4·63	,,	,,	,,	11·8	,,	,,	
,,	*3,135*	,,	*3,135*	,,	*17,009*	,,	,,	*17,009*	,,	*8·95*	,,	,,	,,	*11·7*	,,	,,	Dibru-Sadiya.
,,	3,250	,,	3,250	,,	17,211	,,	,,	17,211	,,	876	,,	,,	,,	11·8	,,	,,	
,,	*467*	,,	*467*	,,	*15,639*	*60*	,,	*15,663*	,,	*4·03*	*6·50*	,,	,,	*16·2*	*7·70*	,,	Gaekwar's Baroda State.
,,	458	,,	458	,,	14,930	56	,,	14,952	,,	3·70	6·50	,,	,,	16·5	7·05	,,	
,,	*674*	*4*	*676*	,,	*10,031*	*57*	‡‡*49*	*10,054*	,,	*4·09*	*6·50*	*54·4*	,,	*15·9*	*7·02*	*77·8*	
,,	674	4	676	,,	9,941	57	‡‡40	9,964	,,	3·88	6·50	59·4	,,	14·5	7·00	76·0	
,,	*506*	*7*	*509*	,,	*16,024*	*56*	*Nil*	*16,046*	,,	*23·3*	*16·3*	*Nil*	,,	*23·5*	*16·3*	*Nil*	Gondal. ‡
,,	315	5	317	,,	16,027	56	,,	16,050	,,	18·1	16·3	,,	,,	18·3	16·3	,,	
,,	*272*	*4*	*274*	,,	*9,694*	*68*	,,	*9,721*	,,	*4·75*	*4·50*	,,	,,	*15·0*	*4·50*	,,	Jaipur State.
,,	146	9	150	,,	10,544	75	,,	**10,574	,,	4·50	4·50	,,	,,	15·0	4·50	,,	
,,	*166*	*Nil*	*166*	,,	*7,836*	*67*	,,	*7,863*	,,	*3·00*	*13·9*	,,	,,	*20·9*	*13·9*	,,	Jamnagar Dwarka.
,,	120	,,	120	,,	9,962	72	,,	9,991	,,	3·00	11·4	,,	,,	17·2	11·4	,,	
,,	*635*	*7*	*638*	,,	*11,764*	*62*	,,	*11,789*	,,	*21·4*	*10·0*	,,	,,	*22·4*	*10·0*	,,	Junagad State.
,,	686	21	694	,,	12,391	75	,,	12,421	,,	13·1	10·0	,,	,,	14·1	10·0	,,	
,,	*186*	*10*	*190*	,,	*11,205*	*148*	,,	*11,264*	,,	*5·73*	*6·01*	,,	,,	*23·3*	*6·01*	,,	Morvi.
,,	275	5	277	,,	14,891	140	,,	14,947	,,	5·26	4·41	,,	,,	20·2	4·41	,,	
,,	*38*	*Nil*	*38*	,,	*3,183*	*9*	,,	*3,187*	,,	*4·31*	*13·5*	,,	,,	*14·2*	*13·5*	,,	Shahdara (Delhi)-Saharanpur Light.
,,	56	,,	56	,,	3,752	9	,,	3,756	,,	4·50	13·7	,,	,,	14·4	13·7	,,	
,,	*13,518*	*38*	*13,534*	*3,713*	*185,238*	*690*	‡‡*49*	*189,227*									Total Class II Railways.
733	11,904	49	12,657	21,160	176,000	665	‡‡40	197,426									
																	Class III.
Nil	*142*	*Nil*	*142*	*Nil*	*1,272*	*Nil*	*Nil*	*1,272*	*Nil*	*4·12*	*Nil*	*Nil*	*Nil*	*7·93*	*Nil*	*Nil*	Ahmadpur Katwa.
,,	151	,,	151	,,	1,507	,,	,,	1,507	,,	3·50	,,	,,	,,	7·59	,,	,,	
,,	*405*	,,	*405*	,,	*2,612*	,,	,,	*2,612*	,,	*5·00*	,,	,,	,,	*11·7*	,,	,,	Arrah-Sasaram Light
,,	374	,,	374	,,	3,096	,,	,,	3,096	,,	2·90	,,	,,	,,	9·00	,,	,,	
,,	*659*	,,	*659*	,,	*2,229*	,,	,,	*2,229*	,,	*4·12*	,,	,,	,,	*6·37*	,,	,,	Bankura Damoodar River.
,,	627	,,	627	,,	2,236	,,	,,	2,236	,,	3·50	,,	,,	,,	5 93	,,	,,	

(a) 2½ Tons of Wood=1 Ton of Coal, and 0·55 Ton of Oil Fuel=1 Ton of Coal.

(b) For Figures relating to Oil Fuel see remarks against (c) on previous page.

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands). (Cols. 7 + 10.)	Rail Cars (Internal Combustion engine propelled) miles. In thousands.	Rail Cars (Steam propelled) miles. In thousands.
			§ Passenger.	§ Mixed.	§ Goods.	Total (including departmental).	§ Shunting.	* Miscellaneous.	** Total.			
1	2	3	4	5	6	7	8	9	10	11	12	13
Class III—*contd.*												
Baraset-Basirhat Light.	2′ 6″	*1938-39*	*81*	*138*	*19*	*239*	*12*	*Nil*	*12*	*251*	*7*	*Nil*
		1939-40	96	125	28	249	13	,,	13	262	*Nil*	12
Bengal Provincial .	2′ 6″	*1938-39*	*Nil*	*99*	*Nil*	*99*	*8*	*3*	*11*	*110*	,,	,,
		1939-40	,,	99	,,	99	8	3	11	110	,,	,,
Bukhtiarpur-Bihar Light.	2′ 6″	*1938-39*	,,	*102*	,,	*102*	*12*	*Nil*	*12*	*114*	,,	,,
		1939-40	,,	112	1	113	11	,,	11	124	,,	,,
Burdwan-Katwa .	2′ 6″	*1938-39*	,,	*121*	*Nil*	*125*	*23*	*35*	*58*	*183*	,,	,,
		1939-40	12	121	,,	137	21	39	60	197	,,	,,
Cutch State . .	2′ 6″	*1938-39*	*1*	*55*	*2*	*61*	*9*	*13*	*22*	*83*	,,	,,
		1939-40	1	55	16	74	9	14	23	97	,,	,,
Dehri-Rohtas Light .	2′ 6″	*1938-39*	*Nil*	*69*	*Nil*	*69*	*10*	*Nil*	*10*	*79*	,,	,,
		1939-40	,,	56	,,	56	8	,,	8	64	,,	,,
Dholpur State. .	2′ 6″	*1938-39*	*1*	*58*	,,	*60*	*15*	*2*	*17*	*77*	*1*	,,
		1939-40	*Nil*	59	,,	59	15	2	17	76	2	,,
Futwah-Islampur .	2′ 6″	*1938-39*	*2*	*69*	,,	*71*	*3*	*Nil*	*3*	*74*	*Nil*	,,
		1939-40	*Nil*	77	,,	77	3	,,	3	80	,,	,,
Gwalior Light . .	2′ 0″	*1938-39*	*4*	*214*	*96*	*314*	*54*	*6*	*60*	*374*	,,	,,
		1939-40	4	216	103	328	54	7	61	389	,,	,,
Howrah-Amta Light .	2′ 0″	*1938-39*	*193*	*119*	*32*	*345*	*8*	*Nil*	*8*	*353*	,,	,,
		1939-40	193	118	22	334	11	,,	11	345	,,	,,
Howrah-Sheakhala Light.	2′ 0″	*1938-39*	*91*	*33*	*Nil*	*124*	*2*	,,	*2*	*126*	,,	,,
		1939-40	84	31	1	117	3	,,	3	120	,,	,,
Jagadhri Light .	2′ 0″	*1938-39*	*Nil*	*10*	*Nil*	*10*	*1*	,,	*1*	*11*	,,	,,
		1939-40	,,	10	,,	10	1	,,	1	11	,,	,,
Jorhat . . .	2′ 0″	*1938-39*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1939-40	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat-Falta .	2′ 6″	*1938-39*	*61*	*79*	*1*	*144*	*18*	*119*	*137*	*281*	*Nil*	*Nil*
		1939-40	61	78	Nil	143	18	121	139	282	,,	,,
Kulasekarapatnam† Light.	2′ 0″	*1938-39*	*Nil*	*76*	,,	*76*	*Nil*	*Nil*	*Nil*	*76*	,,	,,
		1939-40	,,	27	,,	27	,,	,,	,,	27	,,	,,
Matheran Light .	2′ 0″	*1938-39*	,,	*10*	*2*	*12*	,,	,,	,,	*12*	*8*	,,
		1939-40	,,	11	2	13	,,	,,	,,	13	8	,,
Tezpore-Balipara Light	2′ 6″	*1938-39*	,,	*46*	*Nil*	*46*	*8*	,,	*8*	*54*	*Nil*	,,
		1939-40	,,	45	,,	45	8	,,	8	53	,,	,,
Trivellore Light, .	2′ 0″	*1938-39*	*21*	*Nil*	,,	*21*	*Nil*	,,	*Nil*	*21*	,,	,,
		1939-40	††	††	††	††	††	††	††	††	††	††
Udaipur-Chitorgarh . (Mewar State)	3′ 3¼″	*1938-39*	*170*	*85*	*31*	*287*	*24*	*9*	*33*	*320*	*1*	,,
		1939-40	119	119	37	276	24	12	36	312	3	,,
Total Class III Railways.	..	*1938-39*	*630*	*1,706*	*196*	*2,565*	*241*	*258*	*499*	*3,064*	*17*	*Nil*
		1939-40	585	1,722	224	2,576	243	276	519	3,095	13	12

* Includes light, assisting required, assisting not required, siding and departmental.
† The railway was closed for traffic on 4-2 40.
‡ Information not available.
§ Excluding Departmental.
** Including Departmental.
†† The railway was closed for traffic early in 1939.

and III Railways for the years 1938-39 and 1939-40—contd.

Tons of coal consumed on Locomotives.					Tons of coal consumed for other than Locomotive purposes (Departmental).					Total number of tons of coal consumed.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															Class III—*contd.*
Nil	*3,908*	*Nil*	*Nil*	*3,908*	*Nil*	*1,031*	*Nil*	*Nil*	*1,031*	*Nil*	*4,939*	*Nil*	*Nil*	*4,939*	Barasct-Basirhat Light.
,,	3,644	,,	,,	3,644	,,	1,314	,,	,,	1,314	,,	4,958	,,	,,	4,958	
,,	*1,884*	,,	,,	*1,884*	,,	*120*	,,	,,	*120*	,,	*2,004*	,,	,,	*2,004*	Bengal Provincial.
,,	1,794	,,	,,	1,794	,,	120	,,	,,	120	,,	1,914	,,	,,	1,914	
,,	*1,401*	,,	,,	*1,401*	,,	*343*	,,	,,	*343*	,,	*1,744*	,,	,,	*1,744*	Bukhtiarpur-Bihar Light.
,,	1,590	,,	,,	1,590	,,	360	,,	,,	360	,,	1,950	,,	,,	1,950	
,,	*1,562*	,,	,,	*1,562*	,,	*325*	,,	,,	*325*	,,	*1,887*	,,	,,	*1,887*	Burdwan-Katwa.
,,	1,779	,,	,,	1,779	,,	334	,,	,,	334	,,	2,113	,,	,,	2,113	
,,	*1,337*	28	,,	*1,348*	,,	*76*	,,	,,	*76*	,,	*1,413*	28	,,	*1,424*	Cutch State.
,,	2,182	10	,,	2,186	,,	48	,,	,,	48	,,	2,230	10	,,	2,234	
,,	*2,490*	*Nil*	,,	*2,490*	,,	*176*	,,	,,	*176*	,,	*2,666*	*Nil*	,,	*2,666*	Dehri-Rohtas Light.
,,	1,714	,,	,,	1,714	,,	127	,,	,,	127	,,	1,841	,,	,,	1,841	
,,	*1,232*	*6*	,,	*1,234*	,,	*Nil*	,,	,,	*Nil*	,,	*1,232*	*6*	,,	*1,234*	Dholpur-State.
,,	1,265	6	,,	1,267	,,	,,	,,	,,	,,	,,	1,265	6	,,	1,267	
,,	*781*	*Nil*	,,	*781*	,,	*80*	,,	,,	*80*	,,	*861*	*Nil*	,,	*861*	Futwah-Islampur
,,	892	,,	,,	892	,,	88	,,	,,	88	,,	980	,,	,,	980	
,,	*7,508*	*4*	,,	*7,510*	,,	*295*	,,	,,	*295*	,,	*7,803*	*4*	,,	*7,805*	Gwalior Light.
,,	7,489	3	,,	7,490	,,	296	,,	,,	296	,,	7,785	3	,,	7,786	
,,	*6,107*	*Nil*	,,	*6,107*	,,	*844*	,,	,,	*844*	,,	*6,951*	*Nil*	,,	*6,951*	Howrah Amta Light.
,,	5,551	,,	,,	5,551	,,	1,361	,,	,,	1,361	,,	6,912	,,	,,	6,912	
,,	*1,527*	,,	,,	*1,527*	,,	*211*	,,	,,	*211*	,,	*1,738*	,,	,,	*1,738*	Howrah-Sheakhala Light.
,,	1,387	,,	,,	1,387	,,	340	,,	,,	340	,,	1,727	,,	,,	1,727	
,,	*221*	*1*	,,	*222*	,,	*Nil*	,,	,,	*Nil*	,,	*221*	*1*	,,	*222*	Jagadhri Light.
,,	152	Nil	,,	152	,,	,,	,,	,,	,,	,,	152	*Nil*	,,	152	
,,	*810*	,,	,,	*810*	,,	*232*	,,	,,	*232*	,,	*1,042*	,,	,,	*1,042*	Jorhat
,,	786	,,	,,	786	,,	223	,,	,,	223	,,	1,009	,,	,,	1,009	
,,	*2,588*	,,	,,	*2,588*	,,	*394*	,,	,,	*394*	,,	*2,982*	,,	,,	*2,982*	Kalighat-Falta.
,,	2,378	,,	,,	2,378	,,	368	,,	,,	368	,,	2,746	,,	,,	2,746	
,,	*Nil*	,,	*46*	*84*	,,	*Nil*	,,	,,	*Nil*	,,	*Nil*	,,	*46*	*84*	Kulasekara-patnam Light.
,,	,,	,,	16	29	,,	,,	,,	,,	,,	,,	,,	,,	16	29	
,,	*332*	,,	*Nil*	*332*	,,	,,	,,	,,	,,	,,	*332*	,,	*Nil*	*332*	Matheran Light.
,,	384	,,	,,	384	,,	,,	,,	,,	,,	,,	384	,,	,,	384	
,,	*986*	,,	,,	*986*	,,	*154*	,,	,,	*154*	,,	*1,140*	,,	,,	*1,140*	Tezpore-Balipara Light.
,,	1,030	,,	,,	1,030	,,	194	,,	,,	193	,,	1,223	,,	,,	1,223	
,,	*7*	*1*	,,	*7*	,,	*Nil*	,,	,,	*Nil*	,,	*7*	*1*	,,	*7*	Trivellore Light.
††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	
Nil	*7,702*	*30*	*Nil*	*7,714*	*Nil*	*763*	*Nil*	*Nil*	*763*	*Nil*	*8,465*	*30*	*Nil*	*8,477*	Udaipur-Chittorgarh. (Mewar State).
,,	7,161	68	,,	7,188	,,	906	,,	,,	906	,,	8,067	68	,,	8,094	
Nil	*47,290*	*70*	*46*	*47,402*	*Nil*	*6,250*	..	*Nil*	*6,250*	*Nil*	*53,540*	*70*	*46*	*53,652*	Total Class III Railways.
,,	46,865	87	16	46,928	,,	7,230	..	,,	7,230	,,	54,095	87	16	54,158	

(a) 2½ Tons of Wood=1 Ton of Coal and 0·55 Ton of Oil fuel=1 Ton of Coal.

—*Statistics of Engine Miles and Coal consumption of Class II and III Railways for the years 1938-39 and 1939-40*—concld.

Railway.	Gauge.	Year.	Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to locomotives (in rupees).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
30	31	32	33	34	35	36	37	38	39	40
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class III—*concld.*										
Baraset-Basirhat Light	2′ 6″	*1938-39*	*Nil*	*4·70*	*Nil*	*Nil*	*Nil*	*10·9*	*Nil*	*Nil*
		1939-40	,,	2·80	,,	,,	,,	9·00	,,	,,
Bengal Provincial	2′ 6″	*1938-39*	,,	*4·50*	,,	,,	,,	*7·56*	,,	,,
		1939-40	,,	2·56	,,	,,	,,	5·68	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1938-39*	,,	*5·00*	,,	,,	,,	*11·9*	,,	,,
		1939-40	,,	2·90	,,	,,	,,	8·90	,,	,,
Burdwan-Katwa	2′ 6″	*1938-39*	,,	*4·12*	,,	,,	,,	*7·93*	,,	,,
		1939-40	,,	3·50	,,	,,	,,	7·59	,,	,,
Cutch State	2′ 6″	*1938-39*	,,	*26·5*	*7·00*	,,	,,	*26·5*	*7·00*	,,
		1939-40	,,	33·0	7·00	,,	,,	33·0	7·00	,,
Dehri-Rohtas Light	2′ 6″	*1938-39*	,,	*5·06*	*Nil*	,,	,,	*10·3*	*Nil*	,,
		1939-40	,,	3·50	,,	,,	,,	9·26	,,	,,
Dholpur-State	2′ 6″	*1938-39*	,,	*4·50*	*7·69*	,,	,,	*15·7*	*7·69*	,,
		1939-40	,,	4·50	8·52	,,	,,	16·3	8·52	,,
Futwah-Islampur	2′ 6″	*1938-39*	,,	*5·00*	*Nil*	,,	,,	*10·7*	*Nil*	,,
		1939-40	,,	2·90	,,	,,	,,	8·70	,,	,,
Gwalior-Light	2′ 0″	*1938-39*	,,	*4·52*	*7·00*	,,	,,	*13·9*	*7·00*	,,
		1939-40	,,	4·93	*Nil*	,,	,,	14·9	*Nil*	,,
Howrah-Amta Light	2′ 0″	*1938-39*	,,	*4·70*	,,	,,	,,	*9·80*	,,	,,
		1939-40	,,	2·90	,,	,,	,,	9·60	,,	,,
Howrah-Sheakhala Light	2′ 0″	*1938-39*	,,	*4·70*	,,	,,	,,	*9·80*	,,	,,
		1939-40	,,	2·90	,,	,,	,,	9·60	,,	,,
Jagadhri Light	2′ 0″	*1938-39*	,,	*4·43*	*11·0*	,,	,,	*15·1*	*11·0*	,,
		1939-40	,,	4·23	Nil	,,	,,	14·6	*Nil*	,,
Jorhat	2′ 0″	*1938-39*	,,	*12·8*	,,	,,	,,	*15·3*	,,	,,
		1939-40	,,	11·5	,,	,,	,,	14·1	,,	,,
Kalighat-Falta	2′ 6″	*1938-39*	,,	*4·12*	,,	,,	,,	*10·2*	,,	,,
		1939-40	,,	3·50	,,	,,	,,	9·75	,,	,,
Kulasekarapatnam Light †	2′ 0″	*1938-39*	,,	*Nil*	,,	*122·0*	,,	*Nil*	,,	*136·0*
		1939-40	,,	,,	,,	114·0	,,	,,	,,	128·0
Matheran Light	2′ 0″	*1938-39*	,,	*5·30*	,,	*Nil*	,,	*15·0*	,,	*Nil*
		1939-40	,,	4·8	,,	,,	,,	15·3	,,	,,
Tezpore-Balipara Light	2′ 6″	*1938-39*	,,	*16·6*	,,	,,	,,	*16·6*	,,	,,
		1939-40	,,	16·6	,,	,,	,,	16·6	,,	,,
Trivellore Light *	2′ 0″	*1938-39*	,,	*17·1*	*6·50*	,,	,,	*21·3*	*6·50*	,,
		1939-40	*	*	*	*	*	*	*	*
Udaipur-Chitorgarh (Mewar State)	3 $3\frac{3}{8}$″	*1938-39*	,,	*4·37*	*8·00*	,,	,,	*17·5*	*8·00*	*Nil*
		1939-40	,,	4·37	8·00	,,	,,	17·8	8·00	,,

* The railway was closed for traffic early in 1939.

† The railway was closed for traffic on 4th February 1940.

APPENDICES.

APPEN

Value of Stores purchased by Class I Railways (excluding Jodhpur, Mysore State

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.		
I	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
A. Bridge work and its parts, fittings and special fastenings.	..	27	2	..	1	15	..	4	36
B. Engineering Plant and components including all hand and power machinery.	..	8	4	3	28	4	..	1,88	13
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	10	54	3	..	4	1	1,01	2,02	14
D. Permanent Way Material and Track tools—									
(*a*) Rails.	..	1,38	8,80	..	..	1,30	..	..	12,05
(*b*) Steel Sleepers	..	..	..	..	..	..	..	..	1
(*c*) Cast-iron sleepers	..	1	17	..	..	..	..	..	4,60
(*d*) Wooden sleepers	..	1,26	9,24	..	..	7,49	..	..	16,50
(*e*) Other P. W. Material ..	43	1,30	98	48	5	98	..	55	7,70
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	2,64	29	11	2,35	29	1	36,88	3,54	1,02
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	1,75	11	8	1,98	..	..	5,87	52	27,03
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	1	4	4	2,40	15	72	..	24	44
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	9	11	18	5	..	..	45	1,14
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	6	4	3	12	1	..	34	39
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	73	82	7	21	14	2	1,41	4,85
F2. Signal and Interlocking material, and their parts and fittings.	1,36	19	1,75	..	10	65	..	17	89
Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.	22	61	19	5	75	10	..	2,38	1,55
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	18	6	1	24	8	..	1,08	29
Gb4. Metals	30	1,86	1,68	15	3,64	2,04	..	18,72	12 63
Gb5. Painters' Stores	..	41	48	56	1,11	32	..	1,02	4,62
Gb6. Timber.	..	..	2,03	..	2,35	27	..	1	4,28
Gb7. Fuel and fuel oil	..	..	9,91	..	8	11,24	..	14	40,70
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	42	1,91	32	52	1,79	..	..	6,77	80
All other stores not detailed in the above major heads.	34	3,09	3,15	27	4,20	3,87	7	19,38	13,79
Total	7,57	14,41	40,05	9,08	15,46	29,42	43.85	60,66	1,56,81

APPENDIX A.

and H. E. H. the Nizam's State Railways) during the year 1939-40. (*In thousands of rupees.*)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Eastern Bengal.			East Indian. †			Stores purchased.
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	20
..	..	71	..	..	1,32	..	5	3,19	A. Bridge work and its parts, fittings and special fastenings.
7	28	8	..	32	8	..	1,87	9	B. Engineering Plant and components including all hand and power machinery.
2,76	86	11	..	5,38	3	..	2,49	35	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
									D. Permanent Way Material and Track tools—
..	..	4,99	..	..	7,75	..	..	17,40	(*a*) Rails.
..	..	4,26	..	..	..	..	..	..	(*b*) Steel Sleepers.
..	..	..	..	..	..	..	..	11,81	(*c*) Cast iron sleepers.
..	10	14,01	..	..	16,22	..	..	9,78	(*d*) Wooden sleepers.
76	6	2,95	..	3	3,90	..	4,94	23,83	(*e*) Other P. W. Material.
5,76	28	22	..	3,79	48	..	23,87	2,29	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
5,46	11	10,77	..	1,51	1,44	..	6,68	47,40	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
13	11	73	..	74	9,92	..	46	45	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
21	28	35	..	24	50	..	59	2,32	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
1	58	17	..	75	12	..	1,93	12	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles u d for furnishing railway carriage interiors and roofing, flooring and sewing materials.
38	58	40	..	60	6,13	..	2,05	3,18	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
1,31	15	70	..	13	46	..	1,49	4,90	F2. Signal and Interlocking material, and their parts and fittings.
1,26	1,21	79	..	1,43	76	..	2,07	1,27	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
1,13	75	43	..	57	25	..	1,20	53	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
3,39	3,08	9,48	..	7,65	4,77	..	18,64	62,87	Gb4. Metals.
5	99	2,44	..	1,22	2,68	..	79	6,48	Gb5. Painters' Stores.
..	7,02	14	..	1	3,50	..	3,16	1,07	Gb6. Timber.
1	1,48	21,75	..	29	17,67	..	..	31,14	Gb7. Fuel and fuel oil.
1,22	2,94	25	..	5,50	98	..	10,44	4,43	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
1,19	8,22	15,40	..	8,23	5,77	2	15,71	60,27	All other stores not detailed in the above major heads.
25,10	29,08	91,13	..	38,39	84,73	2	98,43	2,95,17	Total.

H53RB

† Includes figures for Central India Coalfields Railway.

2K

APPEN

Value of Stores purchased by the ***Class I Railways*** *(excluding Jodhpur, Mysore State*

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
21	A 22	B 23	C 24	A 25	B 26	C 27	A 28	B 29	C 30
A. Bridge work and its parts, fittings and special fastenings.	..	..	..	..	..	191	..	7,09	4
B. Engineering Plant and components including all hand and power machinery.	..	49	2	..	26	..	..	61	12
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	..	2,56	6	53	98	..	..	5,34	38
D. Permanent Way Material and Track tools—									
(*a*) Rails.	..	..	7,88	..	..	5,60	..	..	7,21
(*b*) Steel Sleepers	..	..	1,57	..	..	..	..	..	8,89
(*c*) Cast iron sleepers	..	..	10,99	..	..	2,58	..	..	9,38
(*d*) Wooden sleepers	..	..	2,30	..	..	5,17	..	..	25,82
(*e*) Other P. W. Material ..	1	1,68	3,18	1,76	5	1,76	..	75	15,73
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	..	8,21	26	20,25	1,19	59	..	27,72	1,56
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	..	6,81	7,44	1,21	8	6,49	..	13,94	2,93
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	66	34	13	20	17	..	37,73	15
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	15	54	..	5	14	..	2,08	1,24
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	54	39	9	13	9	..	1,79	77
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	46	1,37	5	35	17	..	1,80	3,19
F2. Signal and Interlocking material, and their parts and fittings.	..	50	95	1	11	1	..	2,10	5
Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.	..	1,75	1,77	7	67	20	..	3,54	78
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	62	30	41	33	17	..	74	84
Gb4. Metals	1,85	11,02	6,72	2,49	2,20	2,90	..	11,33	6,93
Gb5. Painters' Stores	..	1,18	2,68	4	94	1,20	..	3,35	4,52
Gb6. Timber	..	7,03	14	..	10	1,66	..	..	4,94
Gb7. Fuel and fuel oil	..	35	47,73	..	1,29	25,12	..	5	60,01
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	6,14	1,41	57	2,72	26	..	8,67	1,56
All other stores not detailed in the above major heads.	..	13,83	14,81	1,75	7,58	7,04	..	14,14	31,45
Total ..	1,86	63,98	1,12,91	29,36	19,23	63,23	..	1,42,77	1,88,49

DIX A—*concld.*

and H. E. H. the Nizam's State Railways) during the year 1939-40. (In thousands of rupees.)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 31	B 32	C 33	A 34	B 35	C 36	A 37	B 38	C 39	40
..	..	1	..	24	21	..	7,70	7,92	A. Bridge work and its parts, fittings and special fastenings.
1	2	..	5	11	1	16	6,20	61	B. Engineering Plant and components including all hand and power machinery.
..	2	..	1,46	21	11	5,86	20,44	1,22	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
									D. Permanent Way Material and Track tools—
..	..	..	..	..	3,92	..	1,38	76,90	(*a*) Rails.
..	..	..	..	..	2,63	..	..	17,36	(*b*) Steel Sleepers.
..	..	..	..	..	..	..	1	39,53	(*c*) Cast iron sleepers.
..	..	2,14	..	..	9,64	..	1,36	1,18,67	(*d*) Wooden sleepers.
3	9	30	22	60	5,37	3,69	10,10	66,68	(*e*) Other P. W. Material.
1,60	17	11	14,50	21	2	83,98	69,56	7,27	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
..	..	..	1,07	23	75	17,34	29,99	1,04,33	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
31	2	2	17	11	7	3,15	40,46	13,05	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
..	3	..	..	30	3	39	4,31	6,37	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	3	..	17	25	..	30	6,52	2,10	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
..	4	2	12	1,12	3,39	64	9,35	23,66	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
..	4	36	..	28	31	2,68	5,26	11,03	F2. Signal and Interlocking material, and their parts and fittings.
..	19	2	15	52	10	1,75	15,12	7,53	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
..	9	3	5	24	8	1,60	6,04	3,06	Gb3. All Leather, Canvas and India Rubber in bulk, and article made from them which are not included under other heads.
9	82	38	69	2,45	4,08	8,96	81,41	1,14,48	Gb4. Metals.
..	31	16	7	2,09	74	72	13,41	26,32	Gb5. Painters' Stores.
..	..	36	..	..	1,54	..	19,68	19,93	Gb6. Timber.
..	..	2,81	..	83	17,89	1	4,51	2,85,97	Gb7. Fuel and fuel oil.
3	37	1	91	2,55	55	3,67	49,80	10,57	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
1	56	95	67	5,98	3,04	4,32	1,00,92	1,59,54	All other stores not detailed in the above major heads.
2,08	2,80	7,68	20,30	18,32	54,48	1,39,22	5,03,53	11,24,10	Total.

Details of working of Company or State collieries

Colliery	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Out: Large coal.	Out: Small coal.	Out: Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro . .	East Indian and Bengal-Nagpur Railways.	Bihar .	August 1915.	*1937-38*	*26,83,495*	*805,342*	*154,434*	*120,963*
				1938-39	*(l)26,59,620*	*777,034*	*125,256*	*127,431*
				1939-40	(a) 25,92,392	763,730	173,679	115,027
Swang . .	East Indian and Bengal-Nagpur Railways.	Bihar .	27th July 1924.	*1937-38*	*15,51,634*	*55,386*	*(c) 3,648*	*9,177*
				1938-39	*15,78,626*	*34,160*	*(c) 3,091*	*11,150*
				1939-40	(a)15,73,770	34,448	(c) 2,854	11,339
Kurharbaree .	State	Bihar .	1st January 1871.	*1937-38*	*31,83,356*	*177,366*	*54,409*	*38,733*
				1938-39	*(l)29,83,859*	*212,993*	*83,529*	*45,149*
				1939-40	(a)28,17,329	208,847	88,226	55,125
Serampur .	State	Bihar .	1st January 1871.	*1937-38*	*30,90,960*	*194,924*	*116,812*	*60,043*
				1938-39	*(l)30,12,807*	*155,351*	*84,109*	*65,245*
				1939-40	(a)28,21,487	166,513	90,882	68,399
Bhurkunda .	State . .	Bihar .	1st June 1927.	*1937-38*	*54,17,395*	*171,928*	*(c)355*	*(d)25,473*
				1938-39	*(n)52,99,764*	*149,332*	*Nil*	*(d)18,754*
				1939-40	(a)52,86,680	90,767	Nil	(d)14,662
Kargali . .	State . .	Bihar .	18th July 1917.	*1937-38*	*30,51,904*	*710,798*	*1,338*	*(d)140,654*
				1938-39	*39,55,346*	*551,560*	*1,107*	*(d)108,685*
				1939-40	(a)37,74,881	599,648	1,619	(d)101,645
Argada . .	Bengal Nagpur Railway.	Bihar .	1st May 1926.	*1937-38*	*26,27,265*	*265,047*	*Nil*	*21,791*
				1938-39	*(m)25,41,833*	*300,415*	*Nil*	*21,275*
				1939-40	(m)24,58,470	294,923	Nil	19,822
Deulbera .	Bengal Nagpur Railway.	Orissa .	(g) 1st Sept. 1932.	*1937-38*	*19,41,201*	*121,271*	*Nil*	*8,821*
				1938-39	*(m)19,29,550*	*128,510*	*Nil*	*8,177*
				1939-40	(m)19,26,979	107,471	Nil	11,196
Talcher	Madras & Southern Mahratta Railway.	Orissa .	Sept. 1930	*1937-38*	*40,35,137*	*192,917*	*Nil*	*11,044*
				1938-39	*40,58,620*	*180,462*	*Nil*	*9,840*
				1939-40	40,96,215	186,257	Nil	13,844
Jarangdih .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar .	1st April 1927.	*1937-38*	*78,57,335*	*85,841*	*8,638*	*10,231*
				1938-39	*(p)78,04,535*	*83,528*	*7,086*	*5,209*
				1939-40	(j)77,84,660	73,841	2,795	2,417
Religara .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar .	..	*1937-38*	*19,80,626*	††	††	††
				1938-39	*(k)18,75,019*	††	††	††
				1939-40	(b)17,70,852	††	††	††
Kurasia .	Bombay Baroda & Central India Railway.	Central Provinces.	7th May 1932.	*1937-38*	*13,70,495*	*290,670*	*Nil*	*2,832*
				1938-39	*(h)15,22,328*	*280,060*	*Nil*	*3,206*
				1939-40	(i)16,03,083	278,744	Nil	3,418
Kedla .	East Indian and Bengal Nagpur Railways.	Bihar and Orissa.	..	*1937-38*	*7,36,561*	§	§	§
				1938-39	*(f)3,68,280*	§	§	§
				1939-40	(o) Nil	§	§	§

(a) The decrease is due to credits to Sinking Fund.
(b) The decrease is due to the write-off of the amount of Rs. 1,04,167 to the Revenue Accounts of the B. B. & C. I. & M. & S. M. Railways.
(c) Represents Dust coal.
(d) Includes coal consumption.
(e) Represents Smithy coal.
(f) The decrease is due to the Bengal Nagpur Railway share having been written back to Revenue.
(g) Stopped from 4th June 1936 and recommenced from 26th February 1937.
(h) Includes Rs. 43 453 on account of Sinking Fund recovered.
(i) Includes Rs. 54,064 on a/c of Sinking Fund recovered.
(j) The decrease is due to disposal of plant and materials released from abandoned works and inclusion of Sinking Fund charges.
(k) The decrease is mainly due to the write-off of the amount of Rs. 1,04,387 to the Revenue Accounts of the B. B. & C. I. and M. & S. M. Railways.
(l) The decrease is mainly due to credit to Sinking Fund and Floating Assets being more than debit to capital.

DIX B.

for the years 1937-38 to 1939-40.

PIT. Total.	Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Colliery.
10	11	12	13	14	15	16	17	18
Tons.	Tons.	Rs.	Rs.		Tons.			
1,080,739	*1,080,739*	*20,14,397*	*1·86*	*3,278*	*330*	*1*	*8*	Bokaro.
1,030,621	*1,030,621*	*18,20,594*	*1·77*	*3,252*	*317*	*2*	*19*	
1,052,436	1,052,436	17,27,037	1·64	2,991	352	2	24	
68,211	*68,211*	*2,83,701*	*4·16*	*233*	*293*	*1*	*2*	Swang.
48,401	*48,401*	*2,50,356*	*5·18*	*173*	*280*	*Nil*	*1*	
48,641	48,641	2,31,091	4·75	148	329	Nil	Nil	
270,508	*304,332*	*14,00,415*	*5·17*	*2,024*	*134*	*1*	*46*	Kurharbaree.
341,671	*361,838*	*18,45,106*	*5·40*	*2,166*	*158*	*2*	*48*	
352,198	354,804	16,25,960	4·62	1,946	181	4	57	
371,779	*422,423*	*15,98,074*	*4·30*	*1,812*	*205*	*3*	*40*	Serampur.
304,705	*339,759*	*15,20,316*	*4 99*	*1,549*	*197*	*3*	*28*	
325,794	330,588	14,11,346	4·33	1,737	187	5	36	
197,756	*197 756*	*9,78,960*	*4·95*	*1,083*	*188*	*Nil*	*3*	Bhurkunda.
168,086	*168,086*	*9,49,484*	*5·65*	*1,254*	*134*	*2*	*7*	
105,429	105,429	6,56,256	6·22	974	108	Nil	2	
852,790	*852,790*	*29,05,639*	*3·41*	*5,171*	*165*	*7*	*31*	Kargali.
661,352	*661,352*	*21,64,239*	*3·27*	*6,012*	*110*	*3*	*9*	
702,912	702,912	20,31,560	2·89	5,248	134	2	15	
286,838	*286,838*	*7,31,230*	*2·55*	*1,452*	*198*	*Nil*	*1*	Argada.
321,690	*321,690*	*8,54,508*	*2·66*	*1,679*	*192*	*Nil*	*1*	
314,745	314,745	8,13,713	2·59	1,586	198	1	Nil	
130,092	*130,092*	*5,26,633*	*4·05*	*1,158*	*112*	*1*	*5*	Deulbera.
136,687	*136,687*	*5,39,845*	*3·95*	*1,130*	*121*	*2*	6	
118,667	118,667	5,46,952	4·61	1,146	104	Nil	15	
204,062	*204,062*	*5,27,365*	*2·58*	*1,099*	*186*	*Nil*	*519*	Talcher.
190,302	*190,302*	*5,21,379*	*2·74*	*1,305*	*146*	*1*	*457*	
200,101	200,101	5,57,810	2·79	1,430	140	2	475	
104,710	*103,662*	*3 46 892*	*3·31*	*475*	*220*	*Nil*	*11*	Jarangdih.
95.823	*93,572*	*3,38,856*	*3·54*	*520*	*184*	*Nil*	*2*	
79,053	79,082	3,07,137	3·89	450	176	Nil	1	
††	††	††	††	††	††	††	††	Religara.
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
293,502	*293,544*	*7,18,409*	*2·66*	*1,016*	*289*	*Nil*	*7*	Kurasia.
283,266	*283,318*	*7,64,069*	*2·70*	*1,142*	*248*	*Nil*	*4*	
282,162	282,158	6,62,483	2·35	1,135	248	1	5	
§	§	§	§	§	§	§	§	Kedla.
§	§	§	§	§	§	§	§	
§	§	§	§	§	§	§	§	

(*m*) The decrease is due to redemption of capital on sinking fund basis.

(*n*) The decrease is due to Rs. 85,000 (being the cost of rails and coal tubs) having been written back to working expenses from the Capital and Sinking Fund.

(*o*) Due to the E. I. Railway share of the capital outlay having been written back to Revenue.

(*p*) The decrease is due to disposal of plant and materials released from abandoned works, inclusion of sinking fund charges and credit for the value of stores used from stock.

†† The colliery has been relinquished.

§ Further Development postponed indefinitely.

APPEN

Statement showing the Number of Servants of all races employed on each Railway system (open line

Number of

Railways.	Europeans.		Indians.									
			Hindus.				Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
			Hindus other than Depressed Classes.		Depressed Classes.							
	1938-39.	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	*1938-39*	1939-40.
1	2	3	4	5	6	7	8	9	10	11	12	13
CLASS I.												
Assam-Bengal .	*45*	40	*7,497*	7,019	*2,557*	2,748	*5,811*	5,865	*246*	245	*144*	160
Bengal & North Western.	*90*	86	*19,792*	19,862	*4,253*	3,935	*3,870*	3,887	*236*	242	*11*	8
Bengal-Nagpur .	*192*	188	*48,600*	47,008	*10,596*	10,827	*6,722*	7,001	*1,976*	2,023	*532*	554
Bombay, Baroda & Central India.	*306*	278	*39,717*	39,645	*7,717*	7,745	*10,985*	10,970	*951*	975	*214*	202
Eastern Bengal .	*144*	135	**27,395*	25,993	*8,831*	9,279	**16,727*	16,498	*605*	623	**233*	165
East Indian .	**543*	509	**81,264*	82,955	**20,313*	20,787	**24,799*	25,661	**2,419*	2,398	**470*	474
Great Indian Peninsula.	*279*	259	*43,719*	43,130	**17,610*	19,072	*10,018*	10,236	*1,606*	1,638	*267*	269
Jodhpur .	*21*	18	**5,397*	4,984	**672*	1,050	**1,803*	1,723	*26*	21	*23*	24
Madras & Southern Mahratta.	*139*	125	**25,512*	25,748	**10,238*	9,526	**5,219*	5,323	**1,814*	1,868	**13*	10
Mysore State .	*1*	1	*2,698*	5,501	*215*	560	*480*	704	*112*	114	*Nil*	Nil
Nizam's State .	*83*	79	*7,414*	7,185	*4,963*	5,105	*2,604*	2,663	*384*	406	*15*	19
North Western .	**438*	382	**31,346*	31,349	**5,472*	5,695	**56,478*	56,975	**960*	971	** 5,596*	5,914
Rohilkund and Kumaun.	*10*	9	*2,769*	3,316	*1,246*	928	*1,902*	1,814	*45*	44	*2*	1
South Indian .	*91*	84	*26,686*	27,475	*2,615*	2,813	*2,031*	2,173	*1,430*	1,381	*Nil*	*Nil*
Total .	**2,382*	2,193	**369,806*	371,170	**97,298*	100,070	**149,449*	151,493	**12,810*	12,949	**7,520*	7,800
CLASS II.												
Barsi Light .	*6*	6	*779*	803	*365*	367	*167*	153	*15*	12	*Nil*	Nil
Bengal-Dooars .	*3*	3	*690*	691	*554*	579	*224*	217	*10*	11	*11*	10
Bhavnagar State	*2*	2	*2,027*	2,046	*962*	837	*251*	246	*Nil*	*Nil*	*1*	1
Bikaner State .	*11*	11	*3,428*	3,706	*(a)*	*(a)*	*873*	900	*1*	1	*53*	51
Darjeeling-Himalayan.	*7*	5	*1,564*	1,515	*156*	171	*64*	62	*20*	20	*1*	1
Dibru-Sadiya	*10*	13	*1,003*	1,171	*657*	597	*346*	366	*1*	1	*26*	27
Gaekwar's Baroda State.	*1*	1	*3,164*	3,294	*419*	424	*302*	310	*14*	12	*27*	37
Gondal .	*Nil*	*Nil*	*1,097*	1,098	*174*	239	*54*	78	*Nil*	Nil	*Nil*	Nil
Jaipur State .	*3*	3	*723*	820	*172*	173	*197*	254	*6*	7	*1*	1
Jamnagar-Dwarka	*Nil*	*Nil*	*996*	1,031	*21*	24	*196*	198	*Nil*	Nil	*Nil*	Nil
Junagad State .	*4*	3	*1,146*	1,146	*59*	59	*250*	242	*8*	10	*Nil*	Nil
Morvi .	*Nil*	*Nil*	*855*	907	*32*	32	*72*	73	*Nil*	2	*Nil*	Nil
Shahdara (Delhi)-Saharanpur.	*3*	6	*297*	303	*74*	69	*253*	249	*7*	9	*6*	6
Total .	*50*	53	*17,774*	18,531	*3,645*	3,571	*3,249*	3,348	*82*	85	*126*	134
Class III, Total .	*29*	29	*4,089*	4,349	*2,248*	2,003	*929*	902	*21*	16	*7*	8
Railway Board & Other Railway Offices.	**47*	51	**5,748*	5,597	**1,020*	846	**1,762*	1,757	**60*	56	**142*	130
Grand Total .	**2,508*	2,326	**397,417*	399,647	**104,211*	106,490	**155,389*	157,500	**12,973*	13,106	**7,795*	8,072

*Revised figures.

(*a*) No distinction is observed on this Railway between Hindus— other than Depressed Classes and Hindus—Depressed classes.

DIX C I.

only) and in the Railway Board and other Railway Offices at the close of the years 1938-39 and 1939-40.

servants employed.

Indian Christians.		Parsis.		Other communities.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt.)		Railways.
1938-39.	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	
14	15	16	17	18	19	20	21	22	23	24	25	26
												Class I.
113	134	*1*	1	*200*	244	*16,569*	16,416	*16,614*	16,456	*16,614*	16,456	A.-B.
205	226	*2*	2	*3*	2	*28,372*	28,164	*28,462*	28,250	*28,462*	28,250	B. & N.-W.
1,134	1,183	*18*	25	*34*	23	*69,612*	68,644	*69,804*	68,832	*69,804*	68,832	B.-N.
1,622	1,624	*839*	847	*481*	474	*62,526*	62,482	*62,832*	62,760	*62,832*	62,760	B., B. & C. I.
**235*	252	*2*	2	**17*	16	**54,045*	52,828	**54,189*	52,963	**54,190*	52,965	E. B.
**675*	750	**20*	18	**17*	18	**129,977*	133,061	**130,520*	133,570	**130,525*	133,575	E. I.
3,374	3,376	*465*	450	*369*	387	*77,423*	78,558	*77,707*	78,817	*77,711*	78,818	G. I. P.
89	87	*2*	2	*10*	8	**8,022*	7,899	**8,043*	7,917	**8,044*	7,918	Jodhpur.
**3,832*	3,663	*50*	51	**356*	347	**47,034*	46,536	**47,173*	46,661	**47,173*	46,661	M. & S. M.
246	451	*1*	1	*10*	102	*3,762*	7,433	†*3,763*	7,434	†*3,763*	7,434	Mysore State.
894	912	¶	¶	*82*	87	*16,356*	16,377	*16,439*	16,456	*16,439*	16,456	N. S.
**1,209*	1,241	*63*	57	**13*	18	**101,137*	102,220	**101,575*	102,602	**101,579*	102,607	N. W.
27	25	*Nil*	*Nil*	*1*	2	*5,992*	6,130	*6,002*	6,139	*6,002*	6,139	R. & K.
3,694	3,733	*Nil*	*Nil*	*6*	4	*36,462*	37,579	*36,553*	37,663	*36,553*	37,663	S. I.
**17,349*	17,657	**1,463*	*1,456*	**1,599*	1,732	**657,294*	664,327	**659,676*	666,520	**659,691*	666,534	Total.
												Class II.
53	50	*Nil*	Nil	*Nil*	Nil	*1,379*	1,385	*1,385*	1,391	*1,385*	1,391	Barsi Light.
4	7	*Nil*	Nil	*3*	3	*1,496*	1,518	*1,499*	1,521	*1,499*	1,521	B. D.
39	39	*32*	28	*Nil*	2	*3,312*	3,199	*3,314*	3,201	*3,314*	3,201	B. S.
7	7	¶	¶	*Nil*	Nil	*4,362*	4,665	*4,373*	4,676	*4,373*	4,676	BK. S.
12	10	*Nil*	Nil	*14*	11	*1,831*	1,790	*1,838*	1,795	*1,838*	1,795	D. H.
27	35	¶	¶	*4*	2	*2,064*	2,199	*2,074*	2,212	*2,074*	2,212	D. S.
51	53	*10*	12	*2*	1	*3,939*	4,143	*3,990*	4,144	*3,990*	4,144	G. B. S.
8	5	*Nil*	Nil	*Nil*	Nil	*1,333*	1,420	*1,333*	1,420	*1,333*	1,420	Gondal.
3	2	*Nil*	Nil	*Nil*	Nil	*1,107*	1,257	*1,110*	1,260	*1,110*	1,260	Jaipur State.
13	13	*2*	Nil	*Nil*	Nil	*1,228*	1,266	*1,228*	1,266	*1,228*	1,266	J. D.
5	5	*1*	1	*6*	2	*1,475*	1,465	*1,479*	1,468	*1,479*	1,468	J. S.
2	2	*1*	1	*1*	1	*963*	1,018	*963*	1,018	*963*	1,018	Morvi.
1	1	*Nil*	Nil	*Nil*	Nil	*633*	637	*641*	643	*641*	643	S. (D.) S.
225	229	*46*	42	*30*	22	*25,177*	25,932	*25,227*	26,015	*25,227*	26,015	Total.
54	18	*5*	7	*14*	15	*7,367*	7,318	*7,396*	7,347	*7,396*	7,347	Cl. III Total.
**143*	137	*Nil*	Nil	** 86*	85	**8,951*	8,603	**9,008*	8,659	*9,012*	8,684	R. Bd. & other R. O.
**17,771*	18,041	**1,514*	1,505	**1,729*	1,854	**698,799*	706,215	**701,307*	708,541	*701,326*	708,560	Grand Total

† Excludes number of labourers.
¶Not furnished.

APPENDIX C—II.

Statement showing the number of servants of all races employed on Class I Railways—Open line and Construction—(excluding His Exalted Highness the Nizam's State, Jodhpur and Mysore State Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1938-39 and 1939-40.

Name of Railway.	31st MARCH 1939.											31st MARCH 1940.									
		Indians.											Indians.								
		Hindus.											Hindus.								
	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Columns 3 to 10).	Total No on the Railway (Column 2 *plus* 11).	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Cols. 14 to 21).	Total No. on the Railway (Col. 13 *plus* 22).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
State Managed Railways.																					
Eastern Bengal ..	102	7,399	209	2,272	536	30	*48	1	*17	10,512	10,614	96	7,416	215	2,437	544	28	51	1	16	10,708	10,804
East Indian ..	*421	*15,915	*298	*4,254	*2,274	*137	*232	*13	*7	*23,130	*23,551	399	16,117	316	4,479	2,205	154	226	13	8	23,518	23,917
Great Indian Peninsula	159	9,680	292	1,572	1,434	54	1,244	403	174	14,853	15,012	151	9,797	292	1,611	1,457	58	1,229	388	188	15,020	15,171
North Western ..	*315	*11,318	*45	*7,256	*808	*1,564	*219	53	*8	*21,271	*21,586	277	11,007	47	7,409	861	1,614	199	52	16	21,205	21,482
Railway Board and Miscellaneous Offices.	*6	*2,086	*67	*465	*49	*72	*61	*Nil*	*8	*2,808	*2,814	6	2,136	51	474	47	74	66	*Nil*	8	2,856	2,862
Total ..	*1,003	*46,398	*911	*15,819	*5,101	*1,857	*1,804	*470	*214	*72,574	*73 577	929	46,473	921	16,410	5,114	1,928	1,771	454	236	73,307	74,236
Company Managed Railways.																					
Assam Bengal ..	14	2,608	129	*1,005	182	29	36	*Nil*	27	*4,016	*4,030	12	2,593	69	853	188	29	36	*Nil*	29	3,797	3,809
Bengal Nagpur ..	92	8,127	60	850	1,287	99	203	9	7	10,642	10,734	90	8,291	60	909	1,309	107	212	8	7	10,903	10,993
B. and N. Western ..	40	3,940	107	1,223	233	7	77	2	2	5,591	5,631	36	3,993	126	1,248	241	5	93	2	2	5,710	5,746
B. B. and Central India	200	12,833	603	4,267	860	112	775	677	274	20,401	20,601	178	12,660	599	4,223	878	108	754	684	278	20,184	20,362
M. and S. Mahratta..	67	*6,753	*111	*936	1,276	7	*672	35	*132	*9,922	*9,989	55	6,703	106	898	1,305	4	635	37	134	9,822	9,877
R. and Kumaon ..	3	643	1	272	39	1	9	*Nil*	*Nil*	965	968	3	701	2	281	41	1	8	*Nil*	*Nil*	1,034	1,037
South Indian	36	7,452	63	636	955	*Nil*	932	*Nil*	2	10,040	10,076	33	7,539	63	693	927	*Nil*	982	*Nil*	3	10,207	10,240
Total ..	452	*42,356	*1,074	*9,189	4,832	255	*2,704	723	*444	*61.577	*62,029	407	42,480	1,025	9,105	4,889	254	2,720	731	453	61,657	62,064
Grand Total ..	*1,455	*88,754	*1,985	*25,008	*9,933	*2,112	*4,508	*1,193	*658	*134,151	*135,606	1,336	88,953	1,946	25,515	10,003	2,182	4,491	1,185	689	134,964	136,300

*Revised figures.

APPENDIX C.—III.

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories (open line and construction) employed on Class I Railways (excluding Jodhpur, His Exalted Highness the Nizam's State and Mysore State Railways) as on 31st March 1939 and 31st March 1940.

APPEN

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay
Exalted Highness the Nizam's State and

Railway system.	Year.	I.—Gazetted Officers.						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund.	Gratuity.	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1938-39*	*‡118*	*‡18,23,606*	*1,39,859*	*19,966*	*1,21,443*	*61,471*	*21,66,345*
	1939-40	123	17,95,136	3,27,543	5,693	1,20,353	74,053	23,22,678
East Indian	*1938-39*	*‡290*	*‡41,91,537*	*1,08,606*	*35,851*	*‡2,98,243*	*‡1,51,530*	*‡47,85,767*
	1939-40	282	41,43,149	5,17,619	31,588	2,95,453	1,99,951	51,87,760
Great Indian Peninsula	*1938-39*	*220*	*‡33,64,013*	*1,05,493*	*41,339*	*3,03,795*	*1,23,260*	*‡39,37,900*
	1939-40	210	33,13,613	3,56,637	34,352	2,89,615	3,24,965	43,19,182
North Western	*1938-39*	*288*	*‡41,91,686*	*1,56,063*	*47,614*	*‡2,44,185*	*1,57,304*	*‡47,96,852*
	1939-40	277	41,65,428	1,61,972	14,588	2,30,203	1,43,512	47,15,703
Railway Board and Miscellaneous Offices.	*1938-39*	*‡79*	*‡18,55,503*	*36,726*	*2,233*	*‡85,213*	*‡9,357*	*‡ 19,89,032*
	1939-40	83	17,19,897	65,898	8,695	84,664	18,261	18,97,405
Total	*1938-39*	*‡995*	*‡1,54,26,345*	*5,46,747*	*1,47,003*	*‡10,52,879*	*‡5,02,922*	*‡1,76,75,896*
	1939-40	975	1,51,37,223	14,29,669	94,806	10,28,288	7,60,742	1,84,42,728
COMPANY-MANAGED.								
Assam Bengal	*1938-39*	*‡63*	*9,32,065*	*	*	*76,787*	*40,640*	*10,49,492*
	1939-40	60	8,55,231	34,666	7,238	71,605	37,078	10,05,818
Bengal and North Western	*1938-39*	*74*	*9,36,557*	*	*	*	*	*10,86,843*
	1939-40	73	9,55,960	38,271	8,759	83,071	22,125	11,08,186
Bengal Nagpur	*1938-39*	*194*	*29,66,491*	*	*	*2,46,316*	*50,394*	*32,63,201*
	1939-40	194	27,61,658	2,03,853	8,333	2,34,855	1,14,890	33,23,589
Bombay, Baroda and Central India.	*1938-39*	*174*	*26,41,196*	*	*	*2,15,328*	*1,13,434*	*29,69,958*
	1939-40	176	24,47,183	2,23,496	23,100	2,09,936	1,30,819	30,34,534
Madras and Southern Mahratta	*1938-39*	*‡134*	*‡20,86,170*	*86,057*	*34,035*	*‡1,77,237*	*‡1,22,465*	*‡25,05,964*
	1939-40	136	20,68,223	90,361	10,663	1,79,602	50,725	23,99,574
Rohilkund and Kumaon	*1938-39*	*15*	*‡1,86,439*	*8,008*	*3,727*	*17,258*	*25,792*	*‡2,41,224*
	1939-40	14	1,61,564	7,907	—937	14,627	5,208	1,88,369
South Indian	*1938-39*	*135*	*15,99,140*	*	*	*1,38,359*	*97,694*	*18,35,193*
	1939-40	127	16,32,192	58,291	14,649	1,40,034	71,222	19,16,388
Total	*1938-39*	*‡789*	*‡1,13,48,058*	*94,065*	*37,762*	*††8,71,285*	*††4,50,419*	*‡1,29,51,875*
	1939-40	780	1,08,82,011	6,56,845	71,805	9,33,730	4,32,067	1,29,76,458
Grand Total	*1938-39*	*‡1,784*	*‡2,67,74,403*	*6,40,812*	*1,84,765*	*††19,24,164*	*††9,53,341*	*‡3,06,27,771*
	1939-40	1,755	2,60,19,234	20,86,514	1,66,611	19,54,018	11,92,809	3,14,19,186

* Figures not available.
† Excludes B. and N. W. Railway figures.
‡ Revised figures.

DIX C—III.

categories (open line and construction) employed on Class I Railways (excluding Jodhpur, His Mysore State Railways), as on 31st March 1939 and 31st March 1940.

II.—Subordinates drawing pay Rs. 250 per mensem or over or on scales of pay rising to Rs. 250 per mensem.							
Number.	Cost.						Railway system.
	Pay and Leave Salary.	Travelling and Comp. Allces.	Passages.	Provident Fund.	Gratuity.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED.
409	‡*17,35,970*	*73,270*	*1,907*	‡*1,36,468*	‡*1,36,362*	‡*20,84,477*	Eastern Bengal.
409	18,01,044	74,219	3,623	1,40,601	1,03,930	21,23,417	
‡*1,864*	‡*84,55,983*	*31,967*	*15,168*	‡*6,52,308*	‡*4,04,795*	‡*95,60,226*	East Indian.
1,847	89,77,730	2,54,506	5,528	7,48,144	4,72,508	1,04,58,416	
1,184	‡*52,17,043*	*2,49,993*	*3,936*	*5,54,278*	*2,90,835*	‡*63,21,085*	Great Indian Peninsula.
1,207	54,18,285	2,54,650	3,543	5,43,672	2,52,161	64,72,311	
‡*1,322*	‡*55,01,533*	*2,11,840*	*5,111*	‡*4,54,065*	*4,09,360*	‡*65,82,409*	North Western.
1,316	56,52,700	2,13,951	5,901	4,62,237	3,38,359	66,73,148	
‡*250*	‡*9,04,321*	*2,914*	*2,006*	‡*54,030*	‡*10,489*	‡*9,73,760*	Railway Board and Miscellaneous Offices.
259	9,09,559	96,069	2,000	57,425	12,691	10,77,744	
‡*5,029*	‡*2,18,14,855*	*5,69,984*	*33,128*	‡*18,51,149*	‡*12,52,841*	‡*2,55,21,957*	Total.
5,038	2,27,50,318	8,93,395	20,595	19,52,079	11,79,649	2,68,05,036	
							COMPANY-MANAGED.
‡*109*	*4,35,277*	*	*	*42,573*	*13,042*	*4,90,892*	Assam Bengal.
111	4,40,036	27,463	1,400	37,362	19,750	5,32,011	
118	*4,57,289*	*	*	*	*	*5,11,311*	Bengal and North Western.
122	4,41,987	33,368	*	36,984	8,950	5,21,289	
848	*29,99,571*	*	*	*2,47,651*	*1,66,743*	*34,13,965*	Bengal Nagpur.
858	29,80,748	95,848	*	2,45,645	1,93,195	35,15,436	
942	*43,41,324*	*	*	*3,50,928*	*4,19,989*	*51,12,241*	Bombay, Baroda and Central India.
939	39,96,182	1,92,048	8,551	3,45,764	3,49,604	48,92,149	
‡*278*	‡*12,74,992*	*56,599*	*12,897*	‡*1,04,689*	‡*1,65,696*	‡*16,14,873*	Madras and Southern Mahratta.
265	12,13,979	56,187	2,875	1,00,792	1,32,752	15,06,585	
22	*80,655*	*5,288*	*	*7,042*	*7,525*	‡*1,00,510*	Rohilkund and Kumaon.
23	89,174	6,483	*	7,431	..	1,03,088	
256	*11,13,470*	*	*	*91,177*	*1,61,674*	*13,66,321*	South Indian.
254	11,37,653	24,912	1,014	94,914	1,77,863	14,36,356	
‡*2,573*	‡*1,07,02,578*	*61,887*	*12,897*	††*8,44,060*	††*9,34,669*	‡*1,26,10,113*	Total.
2,572	1,03,05,759	4,36,309	13,840	8,68,892	8,82,114	1,25,06,914	
‡*7,602*	‡*3,25,11,433*	*6,31,871*	*46,025*	††*26,95,209*	††*21,87,510*	‡*3,81,32,070*	Grand Total.
7,610	3,30,65,077	13,29,704	34,435	28,20,971	20,61,763	3,93,11,950	

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories Nizam's State and Mysore State Railways),

Railway system.	Year.	III.—Subordinates on scales of pay rising to Rs. 30 per mensem and over but below Rs. 250.						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund.	Gratuity.	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1938-39*	*9,156*	*‡89,65,836*	*4,20,784*	..	*‡7,20,911*	*‡3,19,021*	*‡1,04,27,152*
	1939-40	9,325	90,51,325	4,44,605	..	7,19,194	3,45,260	1,05,60,384
East Indian	*1938-39*	*‡21,643*	*‡2,12,68,347*	*1,78,759*	..	*‡12,27,661*	*‡7,41,290*	*‡2,34,16,057*
	1939-40	22,023	2,20,64,217	6,15,234	..	12,62,584	8,26,989	2,47,69,024
Great Indian Peninsula	*1938-39*	*13,471*	*‡1,57,10,620*	*9,75,154*	..	*13,26,723*	*4,65,197*	*‡1,84,77,694*
	1939-40	13,607	1,57,75,559	10,06,878	..	13,22,109	4,25,829	1,85,30,375
North Western	*1938-39*	*‡17,734*	*‡2,07,58,067*	*9,70,289*	..	*‡16,00,974*	*‡7,75,905*	*‡2,41,05,235*
	1939-40	17,745	2,01,71,901	10,43,327	..	15,60,347	8,33,688	2,36,09,263
Railway Board and Miscellaneous Offices.	*1938-39*	*‡2,297*	*‡22,03,021*	*3,484*	..	*‡1,77,038*	*‡46,342*	*‡24,29,885*
	1939-40	2,351	21,90,797	15,641	..	1,74,469	30,641	24,11,548
Total	*1938-39*	*‡64,301*	*‡6,89,05,891*	*25,48,470*	..	*‡50,53,307*	*‡23,43,355*	*‡7,88,56,023*
	1939-40	65,051	6,92,53,799	31,25,685	..	50,38,703	24,62,407	7,98,80,594
COMPANY-MANAGED.								
Assam Bengal	*1938-39*	*3,632*	*27,96,497*	*	..	*2,32,879*	*94,772*	*31,24,148*
	1939-40	3,603	25,82,758	1,07,182	..	2,16,109	1,09,660	30,15,709
Bengal and North Western	*1938-39*	*4,517*	*29,12,078*	*	..	*	*	*
	1939-40	4,605	28,68,586	1,41,421	..	1,87,697	86,300	32,84,004
Bengal Nagpur	*1938-39*	*9,886*	*1,19,60,883*	*	..	*9,63,698*	*3,64,850*	*1,32,89,431*
	1939-40	10,135	1,19,02,450	2,58,272	..	9,76,460	3,32,351	1,34,69,533
Bombay, Baroda and Central India.	*1938-39*	*18,289*	*1,85,27,056*	*	..	*14,38,206*	*8,44,867*	*2,08,10,129*
	1939-40	18,072	1,72,79,946	6,96,949	..	14,16,939	5,90,453	1,99,84,287
Madras and Southern Mahratta	*1938-39*	*‡9,614*	*‡86,89,676*	*4,51,837*	..	*‡7,34,506*	*‡3,43,041*	*‡1,02,19,060*
	1939-40	9,511	86,87,251	4,61,712	..	7,28,961	3,79,343	1,02,57,267
Rohilkund and Kumaon	*1938-39*	*933*	*‡4,85,475*	*51,966*	..	*40,815*	*21,213*	*‡5,99,469*
	1939-40	1,004	4,87,128	54,269	..	44,905	21,567	6,07,869
South India	*1938-39*	*8,694*	*72,91,798*	*	..	*5,88,753*	*3,29,959*	*82,10,510*
	1939-40	8,585	70,82,109	1,99,112	..	5,68,528	3,22,461	81,72,210
Total	*1938-39*	*‡55,505*	*‡5,26,63,463*	*5,03,803*	..	*††39,98,857*	*††19,98,702*	*††15,62,52,747*
	1939-40	55,515	5,08,90,228	19,18,917	..	41,39,599	18,42,135	5,87,90,879
Grand Total	*1938-39*	*‡1,19,866*	*‡12,15,69,354*	*30,52,273*	..	*††90,52,164,*	*††43,47,057*	*†15,51,08,770*
	1939-40	1,20,566	12,01,44,027	50,44,602	..	91,78,302	43,04,542	13,86,71,473

* Figures not available.

† Excludes B. and N. W. Railway figures.

‡ Revised figures.

DIX C—III—*contd.*

(open line and construction) employed on Class I Railways (excluding Jodhpur, His Exalted Highness the as on 31st March 1939 and 31st March 1940.

IV.—Subordinates drawing scales of pay below Rs. 30 per mensem.							
Number.	Cost.						Railway system.
	Pay and Leave Salary.	Travelling and Comp. Allces.	Passages.	Provident Fund.	Gratuity.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED.
1,049	‡*3,75,723*	*11,412*	..	‡*20,603*	‡*5,969*	‡*4,13,717*	Eastern Bengal.
1,070	3,79,949	9,740	..	20,767	15,209	4,25,665	
‡*44*	‡*1,04,856*	*	..	‡*5,999*	‡	‡*1,10,855*	East Indian.
47	1,04,791	276	..	6,008	81	1,11,156	
357	‡*6,88,617*	*48,330*	..	*5,124*	*4,025*	‡*7,46,096*	Great Indian Peninsula.
357	6,80,890	46,731	..	3,064	4,275	7,34,960	
‡*2,530*	‡*1,95,768*	*10,234*	..	‡*8,620*	‡*1,175*	‡*2,15,797*	North Western.
2,421	5,03,032	11,858	..	16,384	282	5,31,556	
‡*267*	‡*59,424*	*15*	..	‡*66*	..	‡*59,505*	Railway Board and Miscellaneous Offices.
252	47,433	20	..	24	..	47,477	
‡*4,247*	‡*14,24,393*	*69,991*	..	‡*40,417*	‡*11,169*	‡*15,45,970*	Total.
4,147	17,16,095	68,625	..	46,247	19,847	18,50,814	
							COMPANY-MANAGED.
289	*87,541*	*	..	*361*	*3,842*	*91,744*	Assam Bengal.
95	40,697	1,057	..	3,084	5,824	50,662	
996	*2,45,719*	*	..	*	*	*	Bengal and North Western.
1,019	2,80,733	15,286	..	16,988	5,793	3,18,800	
Nil	*Nil*	*Nil*	..	*Nil*	*Nil*	*Nil*	Bengal Nagpur.
Nil	*Nil*	*Nil*	..	*Nil*	*Nil*	*Nil*	
1,370	*4,94,067*	*	..	*38,372*	*24,071*	*5,56,410*	Bombay, Baroda and Central India.
1,351	4,26,808	2,515	..	29,489	9,627	4,68,439	
‡*97*	‡*20,100*	*332*	..	‡*1,625*	*289*	‡*22,346*	Madras and Southern Mahratta.
101	22,831	296	..	2,050	556	25,733	
13	*3,430*	*	..	*156*	..	*3,586*	Rohilkund and Kumaon.
10	1,426	*	..	144	..	1,570	
1,126	*1,70,227*	*	..	*12,991*	*826*	*1,84,044*	South Indian.
1,401	2,11,889	24,005	..	23,327	203	2,59,424	
‡*3,891*	‡*10,21,084*	*332*	..	††*53,405*	††*29,028*	††*8,58,130*	Total.
3,977	9,84,384	43,159	..	75,082	22,003	11,24,623	
‡*8,138*	‡*24,45,477*	*70,323*	..	††*93,822*	††*40,197*	††*24,04,100*	Grand Total.
8,124	27,00,479	1,11,784	..	1,21,329	41,850	29,75,442	

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay
Exalted Highness the Nizam's State and

Railway system.	Year.	V.—Total Subordinates Staff (Total of II to IV).						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. Allces.	Passages.	Provident Fund.	Gratuity.	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1938-39*	*10,614*	*1,10,77,534*	*5,05,466*	*1,907*	*8,77,987*	*4,62,452*	*1,29,25,346*
	1939-40	10,804	1,12,32,318	5,28,564	3,623	8,80,562	4,64,399	‡1,31,09,466
East Indian	*1938-39*	*23,551*	*2,98,29,191*	*2,10,726*	*15,168*	*18,85,968*	*11,46,085*	*3,30,87,138*
	1939-40	23,917	3,11,46,738	8,70,016	5,528	20,16,736	12,99,578	3,53,38,596
Great Indian Peninsula	*1938-39*	*15,012*	*2,16,16,280*	*12,73,477*	*8,936*	*18,86,125*	*7,60,057*	*2,55,44,875*
	1939-40	15,171	2,18,74,734	13,08,259	3,543	18,68,845	6,82,265	2,57,37,646
North Western	*1938-39*	*21,586*	*2,64,55,368*	*11,92,363*	*5,111*	*20,63,659*	*11,86,940*	*3,09,03,441*
	1939-40	21,482	2,63,27,633	12,69,136	5,901	20,38,968	11,72,329	3,08,13,967
Railway Board and Miscellaneous Offices.	*1938-39*	*2,814*	*31,66,766*	*6,413*	*2,006*	*2,31,134*	*56,831*	*34,63,150*
	1939-40	2,862	31,47,789	1,11,730	2,000	2,31,918	43,332	35,36,769
Total	*1938-39*	*73,577*	*9,21,45,139*	*31,88,445*	*33,128*	*69,44,873*	*36,12,365*	*10,59,23,950*
	1939-40	74,236	9,37,29,212	40,87,705	20,595	70,37,029	36,61,903	10,85,36,444
COMPANY-MANAGED.				o				
Assam Bengal	*1938-39*	*4,030*	*33,19,315*	*	*	*2,75,813*	*1,11,656*	*37,06,784*
	1939-40	3,809	30,69,491	1,35,702	1,400	2,56,555	1,35,234	35,98,382
Bengal and North Western	*1938-39*	*5,631*	*36,15,086*	*	..	*	*	*
	1939-40	5,746	35,91,306	1,90,075	..	2,41,669	1,01,043	41,24,093
Bengal Nagpur	*1938-39*	*10,734*	*1,49,60,454*	*	*	*12,11,349*	*5,31,593*	*1,67,03,396*
	1939-40	10,993	1,48,83,198	3,54,120	..	12,22,105	5,25,546	1,69,84,969
Bombay, Baroda and Central India.	*1938-39*	*20,601*	*2,33,62,447*	*	*	*18,27,406*	*12,88,927*	*2,64,78,780*
	1939-40	20,362	2,17,02,936	8,91,512	8,551	17,92,192	9,49,684	2,53,44,875
Madras and Southern Mahratta	*1938-39*	*9,989*	*99,84,768*	*5,08,768*	*12,897*	*8,40,820*	*5,09,026*	*1,18,56,279*
	1939-40	9,877	99,24,061	5,18,195	2,875	8,31,803	5,12,651	1,17,89,585
Rohilkund and Kumaon	*1938-39*	*968*	*5,69,560*	*57,254*	..	*48,013*	*23,738*	*7,03,565*
	1939-40	1,037	5,77,728	60,752	..	52,480	21,567	7,12,527
South Indian	*1938-39*	*10,076*	*85,75,495*	*	*	*6,92,921*	*4,92,459*	*97,60,875*
	1939-40	10,240	84,31,651	2,48,029	1,014	6,86,769	5,00,527	98,67,990
Total	*1938-39*	*62,029*	*6,43,87,125*	*5,66,022*	*12,897*	†*48,96,322*	†*23,62,399*	†*6,92,09,679*
	1939-40	62,064	6,21,80,371	23,98 385	13,840	50,83,573	27,46,252	7,24,22,421
Grand Total	*1938-39*	*1,35,606*	*15,65,32,264*	*37,54,467*	*46,025*	†*1,18,41,195*	†*65,74,764*	†*17,51,33,629*
	1939-40	1,36,300	15,59,09,583	64,86,090	34,435	1,21,20,602	64,08,155	18,09,58,865

* Figures not available.
‡ Revised figures.
† Excludes B. & N. W. Ry. figures.

DIX—C III—*contd.*

categories (open line and construction) employed on Class I Railways (excluding Jodhpur, His Mysore State Railways), as on 31st March 1939 and 31st March 1940.

VI.—Daily rated labour and inferior staff.							
Number.	Cost.						Railway system.
	Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund.	Gratuity.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED.
43,453	*‡1,09,81,145*	*3,33,730*	..	*‡4,01,166*	*‡1,39,355*	*‡1,18,55,396*	Eastern Bengal.
42,038	1,11,20,360	3,43,177	..	3,93,436	2,12,831	1,20,69,804	
‡1,06,684	*‡2,60,31,605*	*1,16,876*	..	*‡14,96,787*	*‡4,01,125*	*‡2,80,46,393*	East Indian.
1,09,422	2,39,65,722	2,52,164	..	13,71,424	3,92,493	2,59,81,803	
62,479	*‡1,71,28,855*	*3,71,597*	..	*3,82,287*	*3,02,187*	*‡1,81,84,926*	Great Indian Peninsula.
63,437	1,70,27,834	3,78,800	..	3,82,067	3,01,956	1,80,90,657	
‡80,001	*‡2,67,69,748*	*1,89,519*	..	*‡5,25,189*	*‡5,62,247*	*‡2,80,46,703*	North Western.
82,051	2,63,02,674	2,05,517	..	5,10,607	5,09,700	2,75,28,498	
‡6,119	*‡9,52,463*	*1,342*	..	*2,716*	*‡1,381*	*‡9,57,902*	Railway Board and Miscellaneous Offices.
5,719	9,30,867	11,328	..	3,442	3,873	9,49,510	
‡2,93,741	*‡8,18,63,816*	*10,13,064*	..	*‡28,08,145*	*‡14,06,295*	*‡8,70,91,320*	Total.
3,02,667	7,93,47,457	11,90,986	..	26,60,976	14,20,853	8,46,20,272	
							COMPANY-MANAGED.
12,521	*31,26,534*	*	..	*78,173*	*49,696*	*32,54,403*	Assam Bengal.
12,587	31,98,072	24,775	..	89,444	19,824	33,32,115	
22,843	*33,32,162*	*	..	*	*	*	Bengal and North Western.
22,774	32,18,785	31,592	..	1,31,565	95,423	34,77,365	
58,876	*1,50,09,641*	*	..	*8,79,498*	*2,91,367*	*1,61,80,506*	Bengal Nagpur.
57,645	1,54,40,087	81,250	..	9,32,567	3,26,234	1,67,80,138	
42,063	*1,14,67,706*	*	..	*3,14,478*	*1,99,296*	*1,19,81,480*	Bombay, Baroda and Central India.
42,223	93,55,420	1,00,896	..	3,26,519	1,75,616	99,58,451	
‡37,050	*‡1,04,35,848*	*1,35,804*	..	*‡4,56,780*	*2,43,886*	*‡1,12,72,318*	Madras and Southern Mahratta.
36,648	1,05,25,530	1,48,593	..	4,51,589	3,07,449	1,14,33,161	
5,019	*8,27,525*	*3,957*	..	*28,224*	*8,844*	*‡8,68,550*	Rohilkund and Kumaon.
5,088	8,41,161	5,095	..	24,368	10,586	8,81,210	
26,596	*64,15,679*	*	..	*3,37,761*	*1,73,430*	*69,26,920*	South Indian.
27,357	62,94,798	57,860	..	3,31,829	1,52,090	68,36,577	
‡2,04,968	*‡5,06,15,095*	*1,39,761*	..	*††20,94,914*	*†9,66,569*	*††5,04,84,177*	Total.
2,04,322	4,88,73,853	4,50,061	..	22,87,881	10,37,222	5,26,99,017	
‡5,03,709	*‡13,24,78,911*	*11,52,825*	..	*††49,03,059*	*††23,72,864*	*††13,75,75,497*	Grand Total.
5,06,989	12,82,21,310	16,41,047	..	49,48,857	25,08,075	13,73,19,289	

APPENDIX C—III—*concld.*

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories (open line and construction) employed on Class I Railways (excluding Jodhpur, His Exalted Highness the Nizam's State and Mysore State Railways), as on 31st March 1939 and 31st March 1940.

Railway system.	Year.	VII.—Total (I to IV and VI).						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund.	Gratuity.	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1938-39*	‡*54,190*	‡*2,38,82,285*	†*10,54,449*	*21,873*	‡*14,00,596*	‡*6,63,278*	†‡*2,70,22,481*
	1939-40	52,965	2,41,47,814	†12,70,149	9,216	13,94,351	7,51,283	†2,75,72,813
East Indian	*1938-39*	‡*1,30,525*	‡*6,00,52,333*	*4,36,208*	*51,019*	‡*36,80,998*	‡*16,98,740*	‡*6,59,19,298*
	1939-40	1,33,621	5,92,55,609	16,39,799	37,116	36,83,613	18,92,022	6,65,08,159
Great Indian Peninsula	*1938-39*	*77,711*	‡*4,21,09,148*	*17,50,567*	*50,275*	*25,72,207*	*11,85,504*	‡*4,76,67,701*
	1939-40	78,818	4,22,16,181	20,43,696	37,895	25,40,527	13,09,186	4,81,47,485
North Western	*1938-39*	‡*1,01,875*	‡*5,74,16,802*	*15,37,945*	*52,725*	‡*28,33,033*	‡*19,06,491*	‡*6,37,46,996*
	1939-40	1,03,810	5,67,95,735	16,36,625	20,489	27,79,778	18,25,541	6,30,58,168
Railway Board and Miscellaneous Offices.	*1938-39*	‡*9,012*	‡*59,74,732*	*44,481*	*4,239*	‡*3,19,063*	‡*67,569*	‡*64,10,084*
	1939-40	8,664	57,98,553	1,88,956	10,685	3,20,024	65,466	63,83,684
Total	*1938-39*	‡*3,73,313*	‡*18,94,35,300*	†*48,23,650*	*1,80,131*	‡*1,08,05,897*	‡*55,21,582*	‡**21,07,66,560*
	1939-40	3,77,878	18,82,13,892	†67,79,225	1,15,401	1,07,18,293	58,43,498	†21,16,70,309
COMPANY-MANAGED.								
Assam Bengal	*1938-39*	*16,614*	*73,77,914*	*	*	*4,30,773*	*2,01,992*	*80,10,679*
	1939-40	16,456	71,22,794	1,95,143	8,638	4,17,604	1,92,136	79,36,315
Bengal and North Western	*1938-39*	*28,548*	*78,83,805*	*	*	*4,48,631*	*2,81,135*	*86,13,571*
	1939-40	28,593	77,66,051	2,59,938	8,759	4,56,305	2,18,591	87,09,644
Bengal Nagpur	*1938-39*	*69,804*	*3,29,36,586*	*	*	*23,37,163*	*8,73,354*	*3,61,47,103*
	1939-40	68,832	3,30,84,943	6,39,223	8,333	23,89,527	9,66,670	3,70,88,696
Bombay, Baroda and Central India.	*1938-39*	*62,838*	*3,74,71,349*	*	*	*23,57,212*	*16,01,657*	*4,14,30,218*
	1939-40	62,761	3,35,05,539	12,15,904	31,651	23,28,647	12,56,119	3,83,37,860
Madras and Southern Mahratta	*1938-39*	‡*47,173*	‡*2,25,06,786*	*7,30,629*	*46,932*	‡*14,74,837*	‡*8,75,377*	‡*2,56,34,561*
	1939-40	46,661	2,25,17,814	7,57,149	13,538	14,62,904	8,70,825	2,56,22,320
Rohilkund and Kumaon	*1938-39*	*6,002*	‡*15,83,524*	*69,219*	*3,727*	*93,495*	*63,374*	‡*18,13,339*
	1939-40	6,139	15,80,453	73,754	—937	91,475	37,361	17,82,106
South Indian	*1938-39*	*36,807*	*1,65,90,314*	*	*	*11,69,041*	*7,63,633*	*1,85,22,988*
	1939-40	37,724	1,63,58,641	3,64,180	15,663	11,58,632	7,23,839	1,86,20,955
Total	*1938-39*	‡*2,67,786*	‡*12,63,50,378*	*7,99,848*	*50,659*	‡*83,11,152*	‡*46,60,522*	‡*14,01,72,459*
	1939-40	2,67,166	12,19,36,235	35,05,291	85,645	83,05,184	42,65,541	13,80,97,896
Grand Total	*1938-39*	‡*6,41,099*	‡*31,57,85,678*	†*56,23,498*	*2,30,790*	‡*1,91,17,049*	‡*1,01,82,104*	†‡*35,09,39,019*
	1939-40	6,45,044	31,01,50,127	†1,02,84,516	2,01,046	1,90,23,477	1,01,09,039	†34,97,68,205

* Figures not available.

† Includes grant-in-aid to Railway Schools and Railway employees—

	Rs.
1939	75,394
1940	70,865

‡ Revised figures.

APPENDIX C—IV.

(a)—Gazetted Officers.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on the 31st March 1940 as compared with 31st March 1939.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous offices.		Total.	
	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. *Agency Department*—																										
1·01. Europeans	2	2	4	4	3	3	8	8	2	2	5	3	4	5	4	4	7	5	1	1	3	3	2	1	45	41
1·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	..	..	3	3	..	..	1	1	5	5	3	4	..	..	..	..	1	..	..	..	3	3	..	..	16	16
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	2	..	..	..	..	..	..	1	3
(c) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	1	2	2	2	2	..	..	2	2	..	..	1	1	..	..	7	8
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(e) Indian Christians	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	2	2
(f) Parsis	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	..	..	3	3	..	..	2	2	5	7	5	7	3	3	..	..	4	4	..	..	4	4	..	..	26	30
1·03. Grand Total	2	2	7	7	3	3	10	10	7	9	10	10	7	8	4	4	11	9	1	1	7	7	2	1	71	71
2. *Accounts Department*—																										
2·01. Europeans	2	2	6	6	5	5	4	4	..	..	2	3	4	3	5	5	1	..	1	1	4	3	..	1	34	33
2·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	3	3	4	4	2	2	3	3	*5	5	9	10	4	5	1	1	*6	7	2	2	5	5	7	5	*51	52
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	..	..	..	2	2	..	..	1	1	..	..	..*	1	*3	4	..	..	1	1	1	1	*8	10
(c) Anglo-Indians and domiciled Europeans	2	2	3	3	..	..	2	2	..	..	4	4	2	2	1	1	..	..	..	..	1	1	..	..	15	15
(d) Sikhs	..	..	1	1	..	..	..	..	..*	..	..	..	..	..	..	..	*2	2	..	..	..	..	..	..	*3	3
(e) Indian Christians	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	2	2
(f) Parsis	..	..	..	..	..	..	2	2	..	..	..	..	1	1	2	2	..	..	..	..	..	..	..	..	5	5
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	5	5	8	8	3	3	9	9	*5	5	14	15	7	8	*4	5	*11	13	2	2	8	8	8	6	*84	87
2·03. Grand Total	7	7	14	14	8	8	13	13	*5	5	16	18	11	11	*9	10	*12	13	3	3	12	11	8	7	*118	120

*Revised figures.

(a)—Gazetted Officers—contd.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on the 31st March 1940 as compared with 31st March 1939—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous offices.		Total.	
	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
3. *Engineering Department*—																										
3·01. Europeans	9	7	29	28	17	16	23	23	13	11	26	25	35	27	17	17	35	31	2	2	21	18	9	10	236	215
3·02. Indians—																										
(a) Hindus— Other than Depressed classes	8	8	11	11	3	3	16	16	16	16	34	33	12	12	19	19	51	55	..	..	19	19	1	2	190	194
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	*2	2	4	4	3	3	5	5	2	2	4	4	6	6	1	1	*9	11	1	1	1	3	1	1	39	43
(c) Anglo-Indians and domiciled Europeans	1	1	11	11	1	..	1	1	2	3	6	8	2	2	1	1	11	11	1	2	2	1	1	1	40	42
(d) Sikhs	1	1	..	..	3	4	..	..	..	..	1	1	..	..	..	..	7	6	1	..	..	..	..	..	13	12
(e) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	5	6	2	2	1	1	..	..	2	1	..	..	10	10
(f) Parsis	..	..	1	1	..	..	2	2	..	..	2	1	2	2	1	1	..	..	..	..	..	..	..	..	8	7
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	*12	12	27	27	10	10	24	24	20	21	47	47	27	28	24	24	*79	84	3	3	24	24	3	4	300	308
3·03. Grand Total	*21	19	56	55	27	26	47	47	33	32	73	72	62	55	41	41	*114	115	5	5	45	42	12	14	536	523
4. *Transportation*—																										
4·01. Eucopeans	6	5	19	20	8	9	21	21	11	10	26	24	*29	29	*15	15	27	24	2	1	5	4	5	7	*174	169
4·02. Indians—																										
(a) Hindus— Other than Depressed classes	2	4	15	16	3	3	8	9	12	15	13	14	*10	10	*9	9	12	12	..	..	11	9	1	2	*96	103
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	3	3	11	11	2	3	5	7	3	2	3	5	*4	4	1	1	*10	8	1	1	2	2	1	..	46	47
(c) Anglo-Indians and domiciled Europeans	1	1	6	5	1	1	1	..	6	5	10	10	*3	2	*5	4	6	7	1	1	4	3	2	1	46	40
(d) Sikhs	..	..	1	1	..	..	1	1	..	..	1	2	..	..	2	2	5	5	..	..	..	..	..	..	10	11
(e) Indian Christians	..	..	1	1	..	..	3	4	..	..	1	1	1	1	*1	2	1	1	..	..	1	1	..	..	*9	11
(f) Parsis	..	1	..	..	..	..	2	2	..	..	..	..	1	1	1	1	..	..	..	..	..	..	..	..	4	5
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	6	9	34	34	6	7	20	23	21	22	28	32	*19	18	*19	19	*34	33	2	2	18	15	4	3	*211	217
4·03. Grand Total	12	14	53	54	14	16	41	44	32	32	54	56	*48	47	*34	34	*61	57	4	3	23	19	9	10	*385	386

5. *Commercial*—																								
5·01. Europeans	3	3	Included under Transportation.		2	2	Included under Transportation.				8	7	11	9	Included under Transportation.						2	2	..	..	26	23
5·02. Indians—																								
(a) Hindus																								
Other than Depressed classes	3	2			..	..					7	7	14	12							7	7	..	..	31	28
Depressed classes	..	..			..	..					..	..	..	..							..	..	..	..	..	..
(b) Muslims	..	..			2	1					1	1	1	1							..	..	..	..	4	3
(c) Anglo-Indians and domiciled Europeans	1	1			..	..					3	3	2	2							2	2	..	..	8	8
(d) Sikhs	..	..			..	..					..	..	..	..							..	..	..	..	..	..
(e) Indian Christians	..	..			..	..					..	..	1	1							..	..	..	..	1	1
(f) Parsis	..	..			..	..					..	..	..	..							..	..	..	..	..	..
(g) Other communities	..	..			..	..					..	..	..	..							..	..	..	..	..	..
(h) Total	4	3			2	1					11	11	18	16							9	9	..	..	44	40
5·03. Grand Total	7	6			4	3					19	18	29	25							11	11	..	..	70	63
6. *Mechanical Engineering*—																								
6·01. Europeans	6	6	22	20	12	11	24	19	*9	10	29	25	*13	12	*17	17	*40	34	1	1	15	11	4	6	*192	172
6·02. Indians—																								
(a) Hindus—																								
Other than Depressed classes	1	1	8	8	..	..	8	10	*7	8	22	19	*2	2	*	6	*6	6	..	..	9	5	..	1	*68	66
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	1	1	..	..	1	1	2	2	1	1	3	3	..	..	..	..	6	6	..	..	..	..	..	..	14	14
(c) Anglo-Indians and domiciled Europeans	..	..	7	9	..	..	1	..	3	4	5	5	1	1	*1	1	1	1	..	..	..	..	..	..	*19	21
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1
(e) Indian Christians	..	..	..	..	..	..	..	..	1	1	1	2	2	1	..	..	2	2	..	..	..	..	1	..	7	6
(f) Parsis	1	..	1	1	..	..	..	..	..	..	1	1	1	1	1	1	..	..	..	..	..	..	..	..	5	4
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	3	2	16	18	1	1	11	12	*12	14	32	30	*6	5	*7	8	*16	16	..	..	9	5	1	1	*114	112
6·03. Grand Total	9	8	38	38	13	12	35	31	*21	24	61	55	*19	17	*24	25	*56	50	1	1	24	16	5	7	*306	284
7. *Stores Department*—																								
7·01. Europeans	1	1	4	3	2	2	6	6	2	2	6	6	4	6	5	5	5	4	..	..	2	3	..	..	37	38
7·02. Indians—																								
(a) Hindus—																								
Other than Depressed classes	..	..	2	3	..	..	1	1	2	2	4	4	..	..	2	2	2	2	..	..	3	3	..	..	16	17
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	..	..	..	1	1	..	..	..	..	2	2	..	..	2	2	..	..	..	..	..	..	5	5
(c) Anglo-Indians and domiciled Europeans	..	..	2	2	..	..	..	..	3	3	2	2	1	1	..	..	..	..	..	..	1	1	..	..	9	9
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(e) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(f) Parsis	..	..	..	..	..	..	1	1	..	..	..	..	1	1	1	1	..	..	..	..	..	..	..	..	3	3
(g) Other communities	..	..	..	..	..	..	..	..	..	..	.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	..	..	4	5	..	..	3	3	5	5	7	7	4	4	3	3	4	4	..	..	4	4	..	..	34	35
7·03. Grand Total	1	1	8	8	2	2	9	9	7	7	13	13	8	10	8	8	9	8	..	..	6	7	..	..	71	73

*Revised figures.

(*a*)—**Gazetted Officers**—concld.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on the 31st March 1940 as compared with 31st March 1939—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous offices.		Total.	
	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
8. *Electrical*—																					Included under Transportation and Mechanical Engineering.					
8·01. Europeans	Included under Mechanical Engineering.				..	1	1	8	2	2	6	4	14	12	4	4	4	5	..	..		3	..	..	31	39
8·02. Indians—																										
(*a*) Hindus																										
Other than Depressed classes					..	..	..	3	2	2	6	6	3	4	4	4	4	4	..	..		3	..	..	19	26
Depressed classes					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..
(*b*) Muslims					..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	..		..	..	..	1	2
(*c*) Anglo-Indians and Domiciled Europeans					..	..	..	..	..	..	1	1	2	3	..	..	..	..	..	..		1	..	..	3	5
(*d*) Sikhs					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..
(*e*) Indian Christians					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..
(*f*) Parsis					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..
(*g*) Other communities					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..
(*h*) Total					..	..	..	3	2	2	7	7	6	9	4	4	4	4	..	..		4	..	..	23	33
8·03. Grand Total					..	1	1	11	4	4	13	11	20	21	8	8	8	9	..	..		7	..	..	54	72
9. *Other Departments*—																										
9·01. Europeans	2	2	11	11	3	2	*9	3	3	2	*9	9	*5	3	*3	3	4	3	..	..	4	4	*21	20	*74	62
9·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	2	1	5	5	..	..	4	2	4	5	*11	10	3	6	*1	1	3	4	1	1	2	2	10*	11	*46	48
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	1	1	..	..	..	..	2	2	..	..	..	..	*1	1	*5	5
(*c*) Anglo-Indians and domiciled Europeans	..	..	1	1	..	..	..	..	1	1	*4	3	*3	3	..	..	2	1	..	..	1	1	*3	4	*15	14
(*d*) Sikhs	..	..	1	1	..	..	..	..	..	..	1	1	..	..	..	..	2	1	..	..	..	..	2	2	6	5
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	2	..	..	..	..	..	..	*1	1	*4	4
(*f*) Parsis	..	..	..	..	..	..	3	4	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	3	6
(*g*) Other communities	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*h*) Total	2	1	7	7	..	..	9	8	5	6	*17	15	*7	12	*3	3	9	8	1	1	3	3	*17	19	*80	83
9·03. Grand Total	4	3	18	18	3	2	*18	11	8	8	*26	24	*12	15	*6	6	13	11	1	1	7	7	*38	39	*154	145

10. TOTAL																												
10·01. Europeans	31	28	95	92	52	51	96	92	42	39	*117	106	119	106	70	70	*123	106	7	6	56	51	*41	45	849	792
10·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	19	19	48	50	8	8	41	45	*53	58	109	107	48	51	*41	42	*85	90	3	3	59	56	*19	21	*533	550
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	*6	6	15	15	8	8	16	18	6	6	13	15	14	15	*2	3	*33	35	2	2	4	6	*4	3	*123	132
(c) Anglo-Indians and domiciled Europeans	5	5	30	31	2	1	5	3	15	17	37	38	18	18	8	7	22	22	2	3	12	11	*6	6	*162	162
(d) Sikhs	1	1	3	3	3	4	1	1	*..	..	4	5	..	..	2	2	*17	15	1	..	..	..	2	2	*34	33
(e) Indian Christians	..	..	1	1	1	1	4	5	1	1	2	3	11	11	*5	6	4	4	..	..	4	3	*2	1	*35	36
(f) Parsis	1	1	2	2	..	..	10	11	..	..	3	3	6	8	6	6	..	..	..	..	..	..	..	..	28	31
(g) Other communities	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(h) Total	*32	32	99	102	22	22	78	84	*75	82	168	171	97	103	*64	66	*161	166	8	8	79	76	*33	33	*916	945
10·03. GRAND TOTAL	*63	60	194	194	74	73	174	176	*117	121	*285	277	216	209	*134	136	284	272	15	14	135	127	*74	78	*1,765	1,737
10·04. Grand Total including staff on loan from the Indian Audit and Accounts Service (Department).	*63	60	194	194	74	73	174	176	*118	123	*290	282	220	210	*134	136	288	277	15	14	135	127	*78	83	*1,783	1,755
11. *Increase* (+) *and decrease* (—)																										
11·01. Europeans	..	—3	..	—3	..	—1	..	—4	..	—3	..	11	..	—13	..	..	..	17	..	—1	..	—5	..	+4	..	—57
11·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	..	..	..	+2	..	..	..	+4	..	+5	..	2	..	+3	..	+1	..	5	..	..	..	—3	..	12	..	+17
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	..	..	..	..	+2	..	..	..	+2	..	+1	..	+1	..	+2	..	..	..	+2	..	1	..	+9
(c) Anglo-Indians and domiciled Europeans	..	..	..	+1	..	—1	..	—2	..	+2	..	+1	..	..	..	—1	..	..	..	+1	..	1	..	..	..	..
(d) Sikhs	..	..	..	..	..	+1	..	..	..	..	..	+1	..	..	..	..	..	2	..	—1	..	.	..	..	..	—1
(e) Indian Christians	..	..	..	..	..	..	..	+1	..	..	..	1	..	..	..	+1	..	..	..	..	..	1	..	—1	..	+1
(f) Parsis	..	..	..	..	..	..	..	+1	..	..	..	..	..	+2	..	..	..	..	..	..	..	..	..	..	..	+3
(g) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.	..	.	..	..
(h) Total	..	..	..	+3	..	..	..	+6	..	+7	..	+3	..	+6	..	+2	..	+5	..	..	..	—3	..	..	..	+29
11·03. GRAND TOT	..	—3	..	..	..	—1	..	+2	..	+4	..	—8	..	—7	..	+2	..	—12	..	1	..	—8	..	4	..	—28
12. *Percentage of Total*—																										
12·01. Europeans	49·2*	46·6	49·0	47·4	70·3	69·9	54·9	52·3	35·9*	32·2	41·1*	38·3	55·1	50·7	52·2*	51·5	43·3*	38·9	46 7	42·9	41·5	40·1	55·4*	57·7	48 1*	45·6
12·02 Indians—																										
(a) Hindus—																										
Other than Depressed classes	30·2*	31·7	24·7	25·8	10·8	10·9	23·7	25·6	45·3*	47·9	38·2*	38·6	22·2	24·4	30·6*	30·9	29·9*	33·1	20·0	21·4	43·7	44·1	25·7*	26·9	30·2*	31·6
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.	.	..	..	..
(b) Muslims	9·5*	10·0	7·7	7·7	10·8	10·9	9·2	10·2	5·1*	5·0	4·6*	5·4	6·5	7·2	1·5*	2·2	11·6*	12·9	13·3	14·3	3·0	4·7	5·4*	3·8	6·0*	7·6
(c) Anglo-Indians and domiciled Europeans	7·9*	8·3	15·5	16·0	2·7	1·4	2·9	1·7	12·8*	14·1	13·0*	13·7	8·3	8·6	6·0*	5·1	7·8	8·1	13·3	21·4	8·9	8·7	8·1*	7·7	9·2	9·3
(d) Sikhs	1·6	1·7	1·6	1·6	4·1	5·5	0·6	0·6	*..	..	1·4	1·8	..	..	1·5*	1·5	6·0*	5·5	6·7	..	..	..	2·7*	2·6	1·9*	1·9
(e) Indian Christians	..	..	0·5	0·5	1·3	1·4	2·3	2·8	0·9*	0·8	0·7	1·1	5·1	5·3	3·7*	4·4	1·4	1·5	.	..	2·9	2·4	2·7*	1·3	2·0	2·1
Parsis	1·6	1·7	1·0	1·0	..	..	5·8	6·2	..	..	1·0	1·1	2·8	3·8	4·5*	4·4	..	..	..	..	..	..	..	..	1·6	1·8
Other Communities	..	..	..	..	..	..	0·6	0·6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0·1	0·1

*Revised figures.

APPENDIX C—IV—contd.

(*b*)—Senior Subordinates.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on 31st March 1940 as compared with 31st March 1939.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1. *Agency Department*—																								
1·01. Europeans	..	..	..	..	..	..	..	1	2	2	..	..	..	..	..	..	2	3	..	..	..	..	4	6
1·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	..	..	6	8	2	2	11	11	13	16	14	13	1	1	3	3	8	6	..	..	3	4	61	64
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	..	1	..	..	..	..	3	2	1	1	..	..	5	5
(*c*) Anglo-Indians and domiciled Europeans	1	1	..	..	1	1	3	3	1	..	4	3	1	1	1	1	1	1	..	..	1	1	14	12
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians	..	..	..	..	..	..	2	2	..	..	..	..	3	3	..	..	1	2	..	..	..	..	6	7
(*f*) Parsis	..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	3
(*g*) Other communities	..	..	..	..	..	..	..	..	1	1	..	..	1	1	..	..	..	..	..	..	..	..	2	2
(*h*) Total	1	1	6	8	3	3	20	20	15	17	18	17	6	6	4	4	13	11	1	1	4	5	91	93
1·03. GRAND TOTAL	1	1	6	8	3	3	20	21	17	19	18	17	6	6	4	4	15	14	1	1	4	5	95	99
2. *Accounts Department*—																								
2·01. Europeans	..	..	..	..	..	..	1	..	..	..	7	6	..	..	..	..	..	..	..	..	..	..	8	6
2·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	7	9	28	31	4	6	24	24	23	24	54	53	19	20	8	8	*49	52	1	1	18	17	*235	245
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	2	1	2	1	1	1	..	..	7	8	..	1	..	..	18	19	1	1	1	1	32	33
(*c*) Anglo-Indians and domiciled Europeans	1	2	25	20	7	7	15	15	6	6	7	6	14	11	9	9	2	2	..	..	3	3	89	81
(*d*) Sikhs	..	..	..	..	..	..	..	..	1	..	1	1	..	1	..	..	7	8	..	..	..	..	9	10
(*e*) Indian Christians	..	..	1	1	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	3	3
(*f*) Parsis	..	..	..	..	..	..	6	6	..	..	..	..	..	..	2	2	..	..	..	..	..	..	8	8
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	..	..	..	1	2
(*h*) Total	8	11	56	53	13	14	46	46	30	30	69	68	36	37	19	19	*76	81	2	2	22	21	*377	382
2·03. GRAND TOTAL	8	11	56	53	13	14	47	46	30	30	76	74	36	37	19	19	*76	81	2	2	22	21	*385	388

3. *Engineering Department*—																										
3·01 Europeans	1	1	4	3	3	3	8	6	2	2	17	26	11	8	4	4	20	20	..	..	4	2	74	75
3·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	13	11	48	51	5	7	88	77	39	36	113	130	59	63	25	23	102	97	1	1	14	13	507	509
Depressed classes	1	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2
(*b*) Muslims	*4	4	4	5	4	3	9	8	5	4	10	11	11	12	1	1	*60	65	..	..	2	2	*110	115
(*c*) Anglo-Indians and domiciled Europeans	4	5	33	35	13	11	14	12	17	17	92	65	54	54	14	14	*37	38	3	3	16	14	*297	268
(*d*) Sikhs	2	3	4	7	..	..	..	1	3	2	7	4	6	7	..	..	33	28	..	..	..	..	55	52
(*e*) Indian Christians	..	..	2	11	..	..	2	1	1	1	4	3	11	10	4	3	*4	4	..	..	2	4	*30	37
(*f*) Parsis	..	..	..	..	..	..	21	18	..	..	..	..	9	8	2	2	1	1	..	..	..	..	33	29
(*g*) Other communities	..	..	..	..	..	..	4	4	..	..	2	2	3	3	..	..	*..	1	..	..	..	..	*9	10
(*h*) Total	*24	24	91	110	22	21	138	121	65	60	228	215	153	157	46	43	*237	234	4	4	34	33	1,042	1,022
3·03. Grand Total	*25	25	95	113	25	24	146	127	67	62	245	241	164	165	50	47	*257	254	4	4	38	35	1,116	1,097
4. *ransportation*—																								
4·01. Europeans	1	1	14	15	1	2	20	13	15	15	62	50	*43	41	..	..	*73	69	..	..	4	2	*233	208
4·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	4	4	94	87	5	6	107	76	33	30	*52	76	*52	62	2	4	86	84	1	1	9	3	*445	433
Depressed classes	..	..	..	1	..	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	1	2	3
(*b*) Muslims	1	1	13	10	..	1	10	8	..	..	*4	9	*13	13	1	..	42	47	..	..	..	..	*84	89
(*c*) Anglo-Indians domiciled Europeans	25	24	56	5 5	*16	15	32	23	38	38	158	151	*387	406	*20	18	63	60	5	5	9	5	*809	800
(*d*) Sikhs	1	1	7	6	..	..	..	..	3	3	..	2	1	1	..	..	18	16	..	..	..	..	30	29
(*e*) Indian Christians	1	1	11	9	..	..	18	4	1	1	*3	2	*42	37	..	..	*12	- 6	..	..	..	..	*88	60
(*f*) Parsis	..	..	..	..	..	..	37	16	..	..	1	1	*7	11	..	..	14	14	..	..	..	..	*59	42
(*g*) Other communities	..	..	..	..	..	..	4	3	..	..	..	1	*9	11	1	1	..*	1	..	..	..	..	*14	17
(*h*) Total	32	31	181	168	*21	22	208	130	75	72	*218	242	*513	542	*24	23	235	228	6	6	18	9	*1 631	1,473
4·03. Grand Total	33	32	195	183	*22	24	228	143	90	87	*280	292	*556	583	*24	23	*308	297	6	6	22	11	*1.764	1,681
5. *Commercial*—																								
5·01. Europeans	..	..	Included under Transportation.		..	..	Included under Transportation.				*13	10	..	..	Included under Transportation.		2	3	Included under Transportation.		..	..	*15	13
5·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	5	5			2	2					42	43	25	23			*18	21			6	6	*98	100
Depressed classes	..	..			..	..					..	..	..	..			..	..			..	..	..	..
(*b*) Muslims	..	..			1	1					5	7	2	..			7	9			..	..	15	17
(*c*) Anglo-Indians and domiciled Europeans	..	1			1	..					*23	23	9	8			4	6					*37	38
(*d*) Sikhs	..	..			..	..					1	1	..	1			*7	4			..	..	*8	6
(*e*) Indian Christians	..	..			..	..					..	..	5	4			2	..			..	..	7	4
(*f*) Parsis	..	..			..	..					..	..	..	..			1	1			..	..	1	1
(*g*) Other communities	..	..			..	..					..	..	3	2			1	1			..	..	. 4	3
(*h*) Total	5	6			4	3					*71	74	44	38			40	42			6	6	*170	169
5·03. Grand Total	5	6			4	3					84	84	44	38			42	45			6	6	185	182

* Revised figures.

APPENDIX C—IV—contd.

(*b*)—**Senior Subordinates**—contd.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on 31st March 1940 as compared with 31st March 1939—contd.

Item.	A. B.		B. N.		B. & N. W.		E., B. & C. I.		E. B.		E. I.		G. I. P		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
6. *Mechanical Engineering*—																								
6·01. Europeans	11	10	35	35	8	7	105	91	*27	21	*153	148	*42	42	39	36	*84	89	3	3	15	11	*522	493
6·02. Indians																								
60·2. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	5	5	30	36	3	3	65	62	*32	36	169	167	*14	17	7	7	*77	78	..	..	28	29	*430	440
Depressed classes	..	..	..	..	1	1	1	..	..	..	2	2	..	..	..	..	..	..	..	..	..	..	4	3
(*b*) Muslims	..	..	5	6	1	1	8	10	*3	3	19	23	*1	2	1	1	*75	75	..	..	6	6	*119	127
(*c*) Anglo-Indians and domiciled Europeans	8	8	312	312	21	24	191	195	*63	71	611	592	*98	95	91	86	*201	195	6	6	94	84	*1,696	1,668
(*d*) Sikhs	1	1	5	4	..	..	1	1	1	1	5	4	*	..	3	2	*31	31	..	..	..	..	*47	44
(*e*) Indian Christians	2	2	3	9	..	..	13	12	..	..	2	3	*12	13	..	..	6	5	..	..	7	7	*45	51
(*f*) Parsis	..	..	1	1	..	..	24	23	*..	..	1	1	*3	3	..	..	*5	5	..	..	..	..	*34	33
(*g*) Other communities	..	..	..	..	..	..	18	18	*..	..	3	3	*2	2	..	..	5	7	..	..	..	..	*28	30
(*h*) Total	16	16	356	368	26	29	321	321	*99	111	812	795	*130	132	102	96	*400	396	6	6	135	126	*2,403	2,396
6·03. GRAND TOTAL	27	26	391	403	34	36	426	412	*126	132	*965	943	*172	174	141	132	*484	485	9	9	150	137	*2,925	2,889
7. *Stores Department*—																								
7·01. Europeans	..	..	..	..	..	..	..	..	..	..	3	3	2	2	1	1	6	7	..	..	..	..	12	13
7·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed Classes	1	1	12	10	..	..	11	10	13	13	15	14	6	6	2	2	18	17	..	..	2	2	80	75
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	5	6	..	..	..	..	13	12	..	1	..	..	18	19
(*c*) Anglo-Indians and domiciled Europeans	1	1	10	15	..	..	..	..	1	1	17	17	..	..	1	..	9	11	..	..	1	1	40	46
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	3	..	..	..	..	3	3
(*e*) Indian Christians	..	..	2	2	..	..	1	2	..	..	..	..	1	1	1	1	1	1	..	..	..	1	6	8
(*f*) Parsis	..	..	..	..	..	..	..	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	2
(*g*) Other communities	..	..	..	..	..	..	1	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	2	2
(*h*) Total	2	2	24	27	..	..	13	14	15	15	37	37	8	8	4	3	44	44	..	1	3	4	150	155
7·03. GRAND TOTAL	2	2	24	27	..	..	13	14	15	15	40	40	10	10	5	4	50	51	..	1	3	4	162	168

8. *Electrical*—																														
8·01. Europeans	Included under Mechanical Engineering.							..	..	..	8	1	2	17	14	22	17	2	2	7	6	..	..	Included under Transportation and Mechanical Engineering.	5	49	54
8·02. Indians—																														
(*a*) Hindus—																														
Other than Depressed classes								..	..	..	57	23	24	33	38	55	48	12	12	21	20	..	..		12	144	211
Depressed classes								..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	
(*b*) Muslims								..	..	..	2	1	1	..	1	4	4	..	..	16	15	..	..		..	21	23
(*c*) Anglo-Indians and domiciled Europeans								..	2	1	26	9	8	32	39	58	59	14	14	12	14	..	..		6	126	159
(*d*) Sikhs								..	..	..	..	..	..	..	..	2	2	..	..	8	8	..	..		..	10	10
(*e*) Indian Christians								..	..	..	10	1	1	1	1	13	14	1	1	..	..	..	..		1	16	28
(*f*) Parsis								..	..	..	20	..	..	1	1	6	12	..	..	1	1	..	..		..	8	34
(*g*) Other Communities								..	..	..	7	2	2	..	..	4	4	..	..	..	..	..	..		..	6	13
(*h*) Total								..	2	1	122	36	36	67	71	142	143	27	27	58	58	..	..		19	331	478
8·03. Grand Total								..	2	1	130	37	38	84	85	164	160	29	29	65	64	..	..	..	24	380	532
9. *Other Departments*—																														
9·1. Europeans	..	..	14	14	3	4	6	11	2	3	8	5	*..	..	*..	..	5	2	..	..	1	1	*39	40
9·2. Indians—																														
(*a*) Hindus—																														
Other than Depressed classes	4	4	34	24	6	5	31	19	15	15	*33	34	11	11	*4	5	*10	9	..	..	3	3	*151	129
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	4	2	..	..	1	1	3	3	8	6	4	5	..	..	*3	4	..	..	1	1	*24	22
(*c*) Anglo-Indians and domiciled Europeans	4	4	27	29	*7	6	*11	6	*7	5	*22	25	*6	7	*2	2	*5	8	..	..	2	3	*93	95
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	*..	..	1	1	..	..	1	..	..	..	..	..	*2	1
(*e*) Indian Christians	..	..	..	..	..	..	4	1	..	..	*1	..	*3	3	*..	..	1	2	..	..	4	3	*13	9
(*f*) Parsis	..	..	2	2	..	..	8	8	..	..	*..	..	6	6	..	..	..	..	..	..	..	..	*16	16
(*g*) Other Communities	..	..	..	..	1	1	..	..	..	..	..	1	1	1	..	..	..	..	..	..	..	..	2	3
(*h*) Total	8	8	67	57	*14	12	*55	35	*25	23	*64	66	*32	34	*6	7	*20	23	..	..	10	10	*301	275
9·03. Grand Total	8	8	81	71	*17	16	*61	46	*27	26	*72	71	*32	34	*6	7	*25	25	..	..	11	11	*340	315
10. *Railway Board and other Railway offices*—																														
10·01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*6	6
10·02. Indians—																														
(*a*) Hindus—																														
Other than Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*167	178
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*29	30
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*26	26
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*15	13
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	5
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*244	253
(*h*) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*250	259
10·03. Grand Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		

* Revised figures.

APPENDIX C-IV—concld.

(*b*) SENIOR SUBORDINATES—*concld.*

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on 31st March 1940 as compared with 31st March 1939.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. L.		TOTAL.	
	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.	1939.	1940.
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
11. *Total*—																								
11·01. Europeans	13	12	67	67	15	16	140	130	49	45	*280	262	120	110	46	43	*199	199	*3	3	24	21	*962†	†914
11·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	39	39	252	247	27	31	337	336	191	194	*525	568	242	251	*63	64	*389	384	*3	3	83	89	*2,318†	†2,384
Depressed classes	1	1	..	2	1	1	1	..	..	..	2	2	2	1	..	..	..	..	..	..	..	1	8†	†9
(*b*) Muslims	*5	5	28	24	8	7	30	31	12	11	*58	72	35	37	3	2	*237	248	2	3	10	10	*457†	†480
(*c*) Anglo-Indians and domiciled Europeans	44	46	463	466	66	66	267	280	142	146	*966	912	627	641	*152	144	*334	335	14	14	126	117	*3,227†	†3,193
(*d*) Sikhs	4	5	16	17	..	..	1	2	8	6	*14	12	10	13	3	2	*108	98	..	..	..	..	*179†	†168
(*e*) Indian Christians	3	3	19	32	..	..	40	32	3	3	*11	9	92	87	6	5	*27	20	..	..	13	16	*220	†212
(*f*) Parsis	..	..	3	3	..	..	99	95	..	..	3	3	32	41	4	4	22	22	..	..	..	..	163	168
(*g*) Other Communities	..	..	..	..	1	1	27	33	4	4	5	7	24	26	1	1	*6	10	..	..	..	..	*68	82
(*h*) Total	*96	99	781	791	103	106	802	809	360	364	*1,584	1,585	1,064	1,097	*232	222	*1,123	1,117	19	20	232	233	*6,640†	†6,696
11·03. GRAND TOTAL	*109	111	848	858	118	122	942	939	409	409	*1,864	1,847	1,184	1,207	*278	265	*1,322	1,316	22	23	256	254	*7,602†	†7,610
12. *Increase* (+) *Decrease* (—)—																								
12·01. Europeans	..	—1	..	..	..	+1	..	—10	..	—4	..	—18	..	—10	..	—3	..	..	..	..	..	—3	..	—48
12·02. Indians—																								
(*a*) Hindus— Other than Depressed classes	..	..	..	—5	..	+4	..	—1	..	+3	..	+43	..	+9	..	+1	..	—5	..	..	..	+6	..	+66
Depressed classes	..	..	..	+2	..	..	..	—1	..	..	..	..	..	—1	..	..	..	..	..	..	..	+1	..	+1
(*b*) Muslims	..	..	..	—4	..	—1	..	+1	..	—1	..	+14	..	+2	..	—1	..	+11	..	+1	..	..	..	+23
(*c*) Anglo-Indians and domiciled Europeans	..	+2	..	+3	..	..	..	+13	..	+4	..	—54	..	+14	..	—8	..	+1	..	..	..	—9	..	—34
(*d*) Sikhs	..	+1	..	+1	..	..	..	+1	..	—2	..	—2	..	+3	..	—1	..	—10	..	..	..	..	..	—11
(*e*) Indian Christians	..	..	..	+13	..	..	..	—8	..	..	..	—2	..	—5	..	—1	..	—7	..	..	..	+3	..	—8
(*f*) Parsis	..	..	..	..	..	..	..	—4	..	..	..	..	..	+9	..	..	..	..	..	..	..	..	..	+5
(*g*) Other Communities	..	..	..	..	..	..	..	+6	..	..	..	+2	..	+2	..	..	..	+4	..	..	..	..	..	+14
(*h*) Total	..	+3	..	+10	..	+3	..	+7	..	+4	..	+1	..	+33	..	—10	..	—6	..	+1	..	+1	..	+56
12·03. GRAND TOTAL	..	+2	..	+10	..	+4	..	—3	..	..	..	—17	..	+23	..	—13	..	—6	..	+1	..	—2	..	+8

*Revised figures.
†Includes figures of Railway Board and other Railway Offices.

13. *Percentage of Total*—																								
13·01. Europeans	*11·9	10·8	7·9	7·8	12·7	13·1	14·9	13·9	12·0	11·0	*15·0	14·2	10·1	9·1	*16·5	16·2	*15·0	15·1	13·6	13·1	9·4	8·3	12·7	12·0
13·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	*35·8	35·1	29·7	28·8	22·9	25·4	35·7	35·8	46·7	47·4	*28·1	30·7	20·4	20·8	*22·7	24·1	*29·4	29·2	13·6	13·0	32·4	35·0	*30·5	31·3
Depressed classes	0·9	0·9	..	0·2	0·8	0·8	0·2	..	..	..	0·1	0·1	0·2	0·1	..	..	..	..	..	..	..	0·4	0·1	0·1
(*b*) Muslims	*4·6	4·5	3·3	2·8	6·8	5·8	3·2	3·3	2·9	2·7	3·1	3·9	3·0	3·1	1·1	0·8	*17·9	18·8	9·1	13·0	3·9	3·9	6·0	6·3
(*c*) Anglo-Indians and domiciled Europeans	*40·3	*41·5	54·6	54·3	56·0	54·1	28·3	29·8	34·7	35·7	*51·8	49·4	53·0	53·1	*54·7	54·3	*25·3	25·5	63·7	60·9	49·2	46·1	*42·4	42·0
(*d*) Sikhs	3·7	4·5	1·9	2·0	..	..	0·2	0·2	2·0	1·5	0·8	0·6	0·8	1·1	1·1	0·8	8·2	7·4	..	..	..	..	2·4	2·2
(*e*) Indian Christians	2·8	2·7	2·2	3·7	..	..	4·2	3·4	0·7	0·7	*0·6	0·5	7·8	7·2	2·1	1·9	*2·0	1·5	..	..	5·1	6·3	*2·9	2·8
(*f*) Parsis	..	..	0·4	0·4	..	..	10·5	10·1	..	..	0·2	0·2	2·7	3·4	1·4	1·5	1·7	1·7	..	..	..	..	2·1	2·2
(*g*) Other Communities	..	..	..	..	0·8	0·8	2·8	3·5	1·0	1·0	*0·3	0·4	2·0	2·1	*0·4	0·4	*0·5	0·8	..	..	..	..	*0·9	1·1

* Revised figures.

APPENDIX C-V.

(a) *Statememt showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) during 1939-40.*

Departments.	No. of vacancies actually filled.	Filled by								
			Indians.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11
STATE-MANAGED RAILWAYS.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	3	..	2	..	..	1	..	..	..	3
3. Engineering	4	1	1	..	..	1	1	..	..	3
4. Transportation (Traffic) and Commercial.	2	1	1	..	..	..	..	..	..	1
5. Transportation (Power) and Mechanical Engineering.	1	1	..	..	..	..	..	..	..	..
6. Stores Department	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	1	..	..	..	..	..	..	1
8. TOTAL—										
1939-40	11	3	5	..	..	2	1	..	..	8
1938-39	17	1	8	3	3	..	1	1	..	16
9. Percentage of Europeans to number of vacancies filled—										
1939-40	27·3	..	..	..	..	..	..	..	..	..
1938-39	5·9	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1939-40	72·7	..	..	..	..	..	..	..	..	..
1938-39	94·1	..	..	..	..	..	..	..	..	..
OTHER RAILWAYS.										
Assam Bengal Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	1	..	1	..	..	..	..	..	..	1
4. Transportation and Commercial	1	..	1	..	..	..	..	..	..	1
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	.	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1939-40	2	..	2	..	..	..	..	..	..	2
1938-39	1	..	..	1	..	..	..	..	..	1
9. Percentage of Europeans to number of vacancies filled—										
1939-40	0·00	..	..	..	..	..	..	..	..	..
1938-39	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1939-40	100·0	..	..	..	..	..	..	..	..	..
1938-39	100·0	..	..	..	..	..	..	..	..	..

APPENDIX C-V—*contd.*

(*a*) *Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) during 1939-40*—contd.

Departments.	No. of vacancies actually filled.	Filled by								
			Indians.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11
Bengal and North-Western Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	...	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. Total—										
1939-40	..	..	..	..	..	..	..	..	..	..
1938-39	6	4	1	1	..	..	..	..	..	2
9. Percentage of Europeans to number of vacancies filled—										
1939-40	0·00	..	..	..	..	..	..	..	..	..
1938-39	66·7	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1939-40	..	..	..	..	..	..	..	..	..	..
1938-39	33·3	..	..	..	..	..	..	..	..	..
Bengal Nagpur Railway.										
1. Agency	1	..	1	..	..	..	..	..	..	1
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	1	..	1	..	..	..	..	..	..	1
5. Mechanical	2	..	..	..	2	..	..	..	..	2
6. Stores	1	..	1	..	..	..	..	..	..	1
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. Total—										
1939-40	5	..	3	..	2	..	..	..	..	5
1938-39	14	1	6	1	6	..	..	..	..	13
9. Percentage of Europeans to number of vacancies filled—										
1939-40	0·00	..	..	..	..	..	..	..	..	..
1938-39	7·14	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1939-40	100·0	..	..	..	..	..	..	..	..	..
1938-39	92·9	..	..	..	..	..	..	..	..	..

APPENDIX C-V—*contd.*

(*a*) *Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) during 1939-40*—contd.

Departments.	No. of vacancies actually filled.	Filled by									
		Europeans.	Indians.								
			Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11
Bombay, Baroda and Central India Railway.										
1. Agency	1	1	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	3	1	1	..	1	..	..	..	..	2
4. Transportation and Commercial.	6	..	2	2	1	..	1	..	..	6
5. Mechanical	4	1	3	..	..	..	..	..	..	3
6. Stores Department	..	..	..	..	..	..	..	..	..	..
7. Other Departments	3	1	1	..	..	..	..	1	..	2
8. TOTAL—										
1939-40	17	4	7	2	2	..	1	1	..	13
1938-39	14	2	4	7	1	..	..	..	..	12
9. Percentage of Europeans to number of vacancies filled—										
1939-40	23·5	..	..	..	..	..	..	..	..	..
1938-39	14·3	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1939-40	76·5	..	..	..	..	..	..	..	..	..
1938-39	85·7	..	..	..	..	..	..	..	..	..
**Madras and Southern Mahratta Railway.*										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	1	..	..	1	..	..	..	..	..	1
3. Engineering	1	..	1	..	..	..	..	..	..	1
4. Transportation and Commercial	1	..	..	..	..	..	1	..	..	1
5. Mechanical	2	1	1	..	..	..	..	..	..	1
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	1	..	..	..	..	..	..	..	..
8. TOTAL—										
1939-40	6	2	2	1	..	..	1	..	..	4
1938-39	10	1	5	..	2	..	1	1	..	9
9. Percentage of Europeans to number of vacancies filled—										
1939-40	33·3	..	..	..	..	..	..	..	..	..
1938-39	10·0	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1939-40	66·7	..	..	..	..	..	..	..	..	..
1938-39	90·0	..	..	..	..	..	..	..	..	..

*Officer candidates who were originally treated as subordinates and whom it has recently been decided to treat as officers, have been included.

APPENDIX C-V—*contd.*

(a) *Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) during 1939-40*—concld.

Departments.	No. of vacancies actually filled.	Filled by									
			Indians.								
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11
Rohilkund and Kumaon Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial.	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	.. ..	..	..	..	..	..
8. Total—										
1939-40	..	..	..	..	..	..	..	..	..	..
1938-39	..	..	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—										
1939-40	0·00	..	..	..	..	..	..	..	..	..
1938-39	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1939-40	0·00	..	..	..	..	..	..	..	..	..
1938-39	0·00	..	..	..	..	..	..	..	..	..
South Indian Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	3	..	1	2	..	..	..	..	..	3
4. Transportation and Commercial	2	..	1	..	1	..	..	..	..	2
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	1	..	1	..	..	..	..	..	..	1
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. Total—										
1939-40	6	..	3	2	1	..	..	..	..	6
1938-39.	10	1	8	..	1	..	..	..	..	9
9. Percentage of Europeans to number of vacancies filled—										
1939-40	0·00	..	..	..	..	..	..	..	..	..
1938-39	10·0	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1939-40	100·0	..	..	..	..	..	..	..	..	..
1938-39	90·0	..	..	..	..	..	..	..	..	..

APPENDIX C-V—*contd.*

(b) Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1939 to 31st March 1940.

Name of Service, etc.	Europeans.		Hindus.				Minority communities recognised for the purpose of communal representation.										Other communities.		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.		Sikhs.		Indian Christians.		Parsis.				
	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
I.—Railways—							(I) PERMANENT												
State-managed—																			
Eastern Bengal	..	..	144	45·1	5	1·6	137	42·9	29	9·1	..	..	4	1·2	..	..	..	..	319
East Indian	..	..	370	69·2	..	..	117	21·9	37	6·9	4	0·7	7	1·3	..	..	..	..	535
Great Indian Peninsula	2	0·4	264	58·3	4	0·9	58	13·0	60	13·5	7	1·5	36	9·0	12	2·7	3	0·7	446
North Western	..	..	101	20·9	2	0·4	312	64·6	27	5·6	33	6·8	7	1·5	..	..	1	0·2	483
Company-managed—																			
Assam Bengal	..	..	73	50·0	1	0·7	46	31·5	11	7·5	5	3·4	6	4·1	..	..	4	2·8	146
Bengal and North-Western	4	3·0	76	55·9	1	0·7	38	28·0	10	7·3	..	..	7	5·1	..	..	..	..	136
Bengal Nagpur	..	..	398	66·1	12	2·0	69	11·5	99	16·4	6	1·0	18	3·0	..	..	..	..	602
Bombay, Baroda and Central India.	..	..	316	63·8	7	1·4	71	14·4	28	5·7	7	1·4	44	8·9	17	3·4	5	1·0	495
Madras and Southern Mahratta	1	0·4	176	61·5	10	3·5	32	11·2	41	14·3	..	..	23	8·0	1	0·4	2	0·7	286
Rohilkund and Kumaon	..	..	85	78·7	..	..	20	18·5	2	1·9	..	..	1	0·9	..	..	..	..	108
South Indian	..	..	94	67·1	5	3·6	13	9·3	12	8·6	..	..	15	10·7	..	..	1	0·7	140
II. Miscellaneous Offices—																			
Chief Mining Engineer	..	..	9	75·0	..	..	1	8·3	..	..	1	8·3	1	8·4	..	..	..	..	12
Central Publicity	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Government Inspectors of Railways.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Director, Railway Clearing Accounts.	..	..	9	45·0	..	..	9	45·0	..	..	2	10·0	..	..	..	..	..	..	20
Controller of Railway Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL	7	0·2	2,115	56·7	47	1·3	923	24·8	356	9·5	65	1·8	169	4·5	30	0·8	16	0·4	3,728

APPENDIX C—V—*concld.*

(*b*) *Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1939 to 31st March 1940*—concld.

Name of Service, etc.	Europeans.		Hindus.				Minority communities recognised for the purpose of communal representation.										Other communities.		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.		Sikhs.		Indian Christians.		Parsis.				
	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
I.—Railways—								(ii) TEMPORARY.											
State-managed—																			
Eastern Bengal	..	..	561	47·1	14	1·2	539	45·2	71	5·9	2	0·2	5	0·4	..	..	..	..	1,192
East Indian	..	..	1,064	63·6	3	0·2	394	23·6	174	10·4	18	1·1	19	1·1	..	..	..	..	1,672
Great Indian Peninsula	..	..	207	74·2	10	3·6	28	10·0	3	1·1	..	..	28	10·0	2	0·7	1	0·4	279
North Western	11	0·9	333	27·1	1	0·1	723	58·9	34	2·8	112	9·1	13	1·1	..	..	..	..	1,227
Company-managed—																			
Assam Bengal	..	..	20	40·8	..	..	25	51·1	1	2·0	1	2·0	2	4·1	..	..	..	..	49
Bengal and North-Western	..	..	77	72·0	1	0·9	25	23·4	..	..	..	..	4	3·7	..	..	..	..	107
Bengal Nagpur	..	..	358	70·9	1	0·2	65	12·9	60	11·9	6	1·1	15	3·0	..	..	..	..	505
Bombay, Baroda and Central India.	..	..	627	82·0	3	0·4	105	13·7	14	1·8	4	0·5	8	1·0	2	0·3	2	0·3	765
Madras and Southern Mahratta	..	..	67	72·0	1	1·1	11	11·8	8	8·6	..	..	6	6·5	..	..	..	..	93
Rohilkund and Kumaon	..	..	7	46·7	..	..	8	53·3	..	..	..	..	..	..	..	..	..	..	15
South Indian	..	..	107	59·1	2	1·1	27	14·9	22	12·2	..	..	22	12·2	..	..	1	0·5	181
II.—Miscellaneous Offices—																			
Chief Mining Engineer	..	..	14	93·3	..	..	1	6·7	..	..	..	..	..	..	..	..	..	..	15
Central Publicity	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Government Inspectors of Railways.	..	..	1	25·0	..	..	3	75·0	..	..	..	..	..	..	..	..	..	..	4
Director, Railway Clearing Accounts.	..	..	38	61·3	2	3·2	15	24·2	2	3·2	4	6·5	1	1·6	..	..	..	..	62
Controller of Railway Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL	11	0·2	3,481	56·4	38	0·6	1,969	31·9	389	6.3	147	2·4	123	2·0	4	0·1	4	0·1	6,166
GRAND TOTAL(Both permanent and temporary).	18	0·2	5,596	56·6	85	0·9	2,892	29·2	745	7·5	212	2·1	292	3·0	34	0·3	20	0·2	9,894

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1939-40 and the preceding four years.

[Summary of Appendices D (*ii*) to D (*vi*).]

Class of accidents. 1	1935-36. 2	1936-37. 3	* 1937-38. 4	* 1938-39. 5	* 1939-40. 6	References. 7
I.—*Accidents to trains*—						Appendix D (*iii*) Col. 310.
Collisions—						
Passenger trains . .	59	48	48	39	32	Items 1 to 3.
Other trains and light engines	204	205	215	222	195	,, 4 to 6.
Derailments—						
Passenger trains . .	273	282	258	274	198	,, 7 (*a*) & 7 (*b*).
Other trains . . .	3,077	3,362	3,361	3,486	4,725	,, 8 (*a*) & 8 (*b*).
II.—*Failure of engines and rolling stock* Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes . .	95	101	85	77	76	Item 9 (*a*) (1).
(2) machinery springs, etc.	308	338	344	351	383	,, 9 (*a*) (2).
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes . .	260	299	237	306	361	,, 9 (*b*) (1).
(2) other causes . .	1,379	1,246	1,434	1,422	1,364	,, 9 (*b*) (2).
Failure of tyres and wheels .	20	11	13	20	13	,, 9 (*c*) & 9 (*d*).
ditto axles . . .	52	47	45	32	49	,, 9 (*e*).
ditto brake apparatus . .	9	33	22	17	13	,, 9 (*f*).
ditto couplings and draft gear	2,025	2,160	1,966	2,016	1,889	,, 9 (*g*).
Other rolling stock failures .	435	164	274	249	981	,, 9 (*h*).
III.—*Failure of permanent-way*—						
Broken rails	321	309	316	358	279	,, 10 (*a*).
Failure of tunnels, bridges, viaducts, culverts, etc.	4	4	8	9	1	,, 10 (*b*).
Flooding of portions of permanent-way.	83	83	90	117	86	,, 10 (*c*).
Slips in cuttings or embankments	68	61	45	135	56	,, 10 (*d*).
IV.—*Fires*—						
Fire in trains	156	170	188	141	159	,, 11 (*a*).
Fire at stations or involving injury to bridges or viaducts.	64	55	36	46	38	,, 11 (*b*).
V.—*Other accidents*—						
Trains running over cattle on the line	9,538	9,573	9,191	8,781	8,726	,, 12 (*b*).
Train-wrecking	10	16	16	6	7	,, 12 (*c*).
Attempted train-wrecking . .	101	84	73	83	85	,, 12 (*d*).
Trains running into road traffic at level crossings . .	85	78	116	94	107	,, 12 (*e*).
Trains running over obstructions not covered by circumstances mentioned in sub-paragraph (*c*) (*d*) & (*e*) above . . .	201	183	157	213	248	,, 12 (*f*).
Miscellaneous	387	376	372	317	216	,, 12 (*g*) + 12 (*a*)
TOTAL . .	19,214	19,288	18,910	18,811	20,287	Total.

* Figures for 1937-38 onward are exclusive of the Burma Railway due to separation.

APPENIX D (*i*)—*concld.*

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1939-40 and the preceding four years—contd.

[Summary of Appendices D (*ii*) to D (*vi*)]—*concld.*

Class of accident.	1935-36.		1936-37.		† 1937-38.		† 1938-39.		† 1939-40.		References.
1	2		3		4		5		6		7
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
*NUMBER OF PERSONS KILLED OR INJURED.											
A.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—											Appendix D (*ii*).
Passengers . . .	177	787	164	729	214	818	214	973	183	1,132	Total (*a*) Col. 30.
Railway servants . .	164	2,306	178	2,505	185	3,258	155	3,487	152	3,871	„ (*b*) Col. 55.
Other persons . . .	2,599	767	2,769	802	2,714	773	2,934	818	3,069	908	„ (*c*) Col. 55.
Total .	2,940	3,860	3,111	4,036	3,113	4,849	3,303	5,278	3,404	5,911	„ (*d*) Col. 55.
B.—*In accidents to trains, rolling-stock and permanent-way*—											Appendix D (*iii*).
Passengers . . .	5	87	13	72	105	174	66	272	44	134	Cols. 312 & 314—(Total).
Railway servants . .	16	135	7	191	18	107	17	152	13	93	„ 316 & 318— „
Other persons . . .	98	139	56	81	61	80	26	69	39	73	„ 320 & 322— „
Total .	119	361	76	344	184	361	109	493	96	300	„ 324 & 326—(Total).
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—											Appendix D (*iv*).
Passengers . . .	3	27	2	31	1	14	..	19	2	32	Cols. 353 & 354—(Total).
Railway servants . .	22	6,618	16	7,038	30	8,773	27	9,860	13	11,918	„ 355 & 356— „
Other persons . . .	25	84	32	105	42	114	35	159	22	121	„ 357 & 358— „
TOTAL .	50	6,729	50	7,174	73	8,901	62	10,038	37	12,071	„ 359 & 360—(Total).
TOTAL PASSENGERS . .	185	901	179	832	320	1,006	280	1,264	229	1,298	A+B+C above.
TOTAL RAILWAY SERVANTS.	202	9,059	201	9,734	233	12,138	199	13,499	178	15,882	A+B+C above.
TOTAL OTHER PERSONS .	2,722	990	2,857	988	2,817	967	2,995	1,046	3,130	1,102	A+B+C above.
GRAND TOTAL . .	3,109	‡10,950	3,237	11,554	3,370	14,111	3,474	15,809	3,537	18,282	A+B+C above.

		Railway Servants.	Other Persons.	Total.	Appendix D (*vi*).
* Number of persons killed or injured in Railway Workshops, etc., in 1939-40 not included in the above summary.	Killed ..	5	1	6	Totals (*b*), (*c*) & (*d*) (*Col. 405.*)
	Injured ..	8,638	2	8,640	

† Figures for 1937-38 onward are exclusive of the Burma Railway due to separation.

‡ Revised figure.

Number of persons killed or injured during the year 1939-40 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	Class I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Jodhpur.
7 (a)	8	9	10	11	12	13	14	15	16
(a) PASSENGERS.									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms	Killed	..	..	..	..	6	9	14	..
	Injured	..	..	1	4	3	12	8	..
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	..	..	..	2	1	4	6	..
	Injured	5	1	11	47	7	6	81	..
3. Crossing the line at stations	Killed	1	..	..	..	2	3	1	..
	Injured	2	..	..	2	2	2	1	..
4. Closing of carriage doors	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	24	2	..	12	..
5. Falling or jumping out of carriages during the running of trains.	Killed	3	1	..	10	6	11	12	2
	Injured	21	120	44	135	11	14	64	9
6. Other accidents	Killed	...	2	..	..	..	3	2	..
	Injured	25	1	..	48	1	3	92	..
TOTAL (a)	Killed	4	3	..	12	15	30	35	2
	Injured	53	122	56	260	26	37	258	9
(b) RAILWAY SERVANTS.									
(i) ACCIDENT IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed	..	..	..	..	..	..	1	..
	Injured	3	..	108	93	34	147	302	2
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc, standing on adjacent lines	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	4	..	4	18	..
3. Passing over or standing upon buffers during shunting.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	2	..	1	..	..
4. Getting on or off or falling off engines, wagons, etc., during shunting.	Killed	..	..	..	1	..	..	..	..
	Injured	..	..	10	6	10	30	34	..
5. Braking, spragging or choking wheels	Killed	..	..	1	..	..	..	..	..
	Injured	..	..	6	18	4	39	80	..
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	1	..	..	..	..
	Injured	..	..	..	7	2	..	8	..
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	3	1	2	..	..
8. Other accidents during shunting operations not included in the preceding items.	Killed	..	..	..	1	2	4	..	..
	Injured	2	..	47	46	31	52	154	..
TOTAL (i)	Killed	..	..	1	3	2	4	1	..
	Injured	5	..	171	179	82	275	596	2

DIX D (*ii*).

vehicles, exclusive of accidents included in Appendix D (iii), *on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.*

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of Accidents [see Col. 7 (*a*)].
Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	*1938-39.* (Cols. 23, 25 and 27.)	1939-40. (Cols. 24, 26 and 28.)	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
..	..	..	..	1	2	*33*	32	..	1	..	..	*33*	33	1
..	..	..	11	..	..	*36*	39	..	..	..	..	*36*	39	
..	..	..	12	..	..	*33*	25	..	..	..	..	*33*	25	2
..	..	..	24	..	..	*110*	182	*1*	1	*4*	1	*115*	184	
..	1	..	1	..	..	*12*	9	..	..	..	..	*12*	9	3
..	..	..	3	..	1	*11*	13	*2*	..	..	..	*13*	13	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	1	1	..	..	4	*9*	44	..	1	..	..	*9*	45	
7	..	1	38	1	12	*112*	104	*2*	3	*1*	..	*115*	107	5
47	4	1	76	17	59	*529*	622	*21‡*	26	*16*	15	*566*	663	
..	..	..	1	..	..	*21*	8	..	1	..	..	*21*	9	6
6	..	2	6	..	2	*232*	186	*2*	..	..	2	*234*	188	
7	1	1	52	2	14	*211*	178	*2*	5	*1*	..	*214*	183	Total (*a*).
53	5	4	120	17	66	*927*	1,086	*26‡*	28	*20*	18	*973*	1,132	
1	..	..	2	..	1	*3*	5	..	1	..	..	*3*	6	1
77	..	11	167	..	32	*838*	976	5	10	*5*	6	*848*	992	
..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	..	2
1	..	..	2	..	..	*15*	29	..	..	..	..	*15*	29	
..	..	..	..	..	..	*1*	..	..	1	..	..	*1*	1	3
..	..	..	..	1	1	*8*	5	*1*	2	..	..	*9*	7	
..	..	..	1	..	..	*2*	2	..	..	..	..	*2*	2	4
6	..	..	25	..	3	*131*	124	..	..	*3*	..	*134*	124	
..	..	..	2	..	..	*1*	3	..	..	..	..	*1*	3	5
14	..	..	4	..	14	*129*	179	..	..	*1*	1	*130*	180	
..	..	..	..	..	..	..	1	..	..	..	..	..	1	6
..	..	..	20	..	..	*11*	37	..	..	..	..	*11*	37	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7
..	..	..	3	..	..	*16*	9	..	..	..	..	*16*	9	
..	2	..	1	1	..	*15*	11	*1*	..	..	..	*16*	11	8
30	..	1	26	1	5	*281*	395	..	..	..	..	*281*	395	
1	2	..	6	1	1	*28*	22	*1*	2	..	..	*29*	24	Total (*b*)
128	..	12	247	2	55	*1,429*	1,754	6	12	*9*	7	*1,444*	1,773	

‡ This does not include 1 passenger who jumped out of a running train but received no injury.

Number of persons killed or injured during the year 1939-40 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I						
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40
(*b*) RAILWAY SERVANTS—*concld.*								
(*ii*) OTHER ACCIDENTS.								
9. Falling off engines, etc., during the running of trains.	Killed	..	..	..	..	..	2	..
	Injured	..	..	8	7	2	13	7
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	..
	Injured	2	..	2	1	4	5	2
11. Getting on or off engines, vans, etc., during the runnig of trains.	Killed	..	..	..	..	..	3	1
	Injured	3	2	10	7	6	8	40
12. Attending to or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..
	Injured	..	1	..	17	12	220	272
13. Working on the permanent-way, sidings, etc.	Killed	..	2	..	..	4	5	6
	Injured	..	1	..	1	2	11	5
14. Attending to gates, at level-crossings	Killed	..	..	..	..	2	1	..
	Injured	..	..	..	3	1	..	1
15. Walking, crossing, or standing on the line on duty.	Killed	..	2	1	1	5	13	9
	Injured	..	25	6	10	3	18	4
16. Being caught between vehicles	Killed	..	..	..	..	..	2	..
	Injured	..	..	..	2	1	4	..
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	..	1	2	..
	Injured	..	..	2	1	2	2	3
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	..	1	1	5	2
	Injured	..	..	..	1	2	2	1
19. Miscellaneous	Killed	3	2	..	..	1	10	2
	Injured	6	1	85	25	106	52	353
TOTAL (*ii*)	Killed	3	6	1	2	14	43	20
	Injured	11	30	113	75	141	335	688
TOTAL RAILWAY SERVANTS (*b*)=[(*i*) + (*ii*)]	Killed	3	6	2	5	16	47	21
	Injured	16	30	284	254	223	610	1,284
(*c*) OTHER PERSONS.								
1. Passing over the railway at level crossings	Killed	1	..	..	..	16	9	1
	Injured	..	1	..	..	2	1	..
2. Trespassing on the line	Killed	67	270	249	191	243	479	197
	Injured	30	120	79	129	75	157	29
3. Suicides	Killed	17	3	78	18	23	187	87
	Injured	..	3	6	..	..	3	1
4. Miscellaneous	Killed	1	3	2	1	8	16	1
	Injured	1	4	8	..	5	20	1
TOTAL OTHER PERSONS (*c*)	Killed	86	276	329	210	290	691	286
	Injured	31	128	93	129	82	181	31
(*d*) GRAND TOTAL=(*a*) + (*b*) + (*c*)	Killed	93	285	331	227	321	768	342
	Injured	100	280	433	643	331	828	1,573

DIX D (*ii*)—*concld.*

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

RAILWAYS.							TOTAL CLASS I RAILWAYS		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS		TOTAL ALL RAILWAYS		Serial No. of Class of accidents (see Col. 32).
Jodhpur.	Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian	*1938-39*	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	1939-40. (Cols. 48, 50 & 52.)	*1939-40* (Cols. 49, 51 & 53.)	
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
..	..	..	..	..	..	..	*5*	2	*1*	1	..	..	*6*	3	9
1	2	..	1	17	..	..	*62*	58	*3*	2	..	3	*65*	63	
..	..	..	1	..	..	..	..	1	..	..	..	..	..	1	10
..	1	..	..	12	2	2	*20*	33	*1*	1	..	..	*21*	34	
..	1	..	..	2	..	..	*1*	7	..	1	..	..	*1*	8	11
1	13	..	6	38	..	4	*139*	138	..	3	*1*	..	*140*	141	
..	..	..	..	1	..	..	*1*	1	..	..	..	..	*1*	1	12
..	..	..	..	114	1	21	*665*	658	*2*	1	*1*	..	*668*	659	
..	3	..	..	4	..	..	*13*	24	..	..	..	..	*13*	24	13
..	2	..	..	17	..	1	*68*	40	..	..	..	..	*68*	40	
..	..	..	..	..	..	..	*4*	3	..	..	..	..	*4*	3	14
..	..	..	..	1	..	..	*3*	6	..	..	..	3	*3*	9	
..	1	..	1	9	..	2	*43*	44	..	1	..	..	*43*	45	15
1	3	2	1	9	1	4	*53*	87	..	1	..	2	*53*	90	
..	..		..	2	..	..	*3*	4	*1*	..	..	..	*4*	4	16
..	1	..	..	7	..	..	*11*	15	..	..	..	..	*11*	15	
..	..	..	..	..	..	..	*2*	3	..	..	..	..	*2*	3	17
..	1	..	..	1	..	1	*12*	13	..	..	..	..	*12*	13	
1	..	..	..	3	..	..	*16*	13	..	..	..	..	*16*	13	18
..	..	..	..	8	1	..	*32*	15	..	1	..	..	*32*	16	
..	2	.	..	..	..	2	*34*	22	*2*	1	..	..	*36*	23	19
3	194	..	15	152	1	17	*964*	1,010	*3*	7	*3*	1	*970*	1,018	
1	7	..	2	21	..	4	*122*	124	*4*	4	..	..	*126*	128	Total (*ii*).
6	217	2	23	376	6	50	*2,029*	2,073	*9*	16	*5*	9	*2,043*	2,098	
1	8	2	2	27	1	5	*150*	146	*5*	6	..	..	*155*	152	Total (*b*).
8	345	2	35	623	8	105	*3,458*	3,827	*15*	28	*14*	16	*3,487*	3,871	
..	..	..	..	4	..	12	*26*	43	..	1	..	..	*26*	44	1
..	3	..	..	2	..	4	*12*	13	*2*	..	..	..	*14*	13	
9	81	9	25	289	29	137	*2,136*	2,275	*43*	38	*7*	14	*2,186*	2,327	2
8	35	2	6	56	8	29	*687*	763	*9*	29	*29*	26	*725*	818	
2	62	..	4	82	2	46	*636*	611	*1*	8	*4*	4	*641*	623	3
..	2	..	..	4	1	1	*16*	21	*1*	..	*1*	..	*18*	21	
..	4	..	1	3	3	30	*76*	73	*2*	1	*3*	1	*81*	75	4
..	..	..	3	7	1	3	*55*	53	*2*	3	*4*	..	*61*	56	
11	147	9	30	378	34	225	*2,874*	3,002	*46*	48	*14*	19	*2,934*	3,069	Total (*c*).
8	40	2	9	69	10	37	*770*	850	*14*	32	*34*	26	*818*	908	
14	162	12	33	457	37	244	*3,235*	3,326	*53*	59	*15*	19	*3,303*	3,404	Grand Total (*d*).
25	438	9	48	812	35	208	*5,155*	5,763	*55*	88	*68*	60	*5,278*	5,911	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	ASSAM BENGAL.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 58 and 59).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 62, 63 and 65.)	Injured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	..	5	5	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	1	3	4	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . .	..	7	7	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	14	14	..	..	..	..	..	..	..	..
(c) failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear .	..	..	..	..	..	..	..	..	..	..	..
(h) Rolling Stock failures . .	..	..	..	..	..	..	..	..	..	..	..
Carried over ..	1	29	30	..	..	..	..	..	..	..	..

DIX D (*iii*).

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (see column No. 57).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76).	Injured. (Cols. 73, 75 and 77).	
69	70	71	72	73	74	75	76	77	78	79	80
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	3	3	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
..	102	102	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*b*) 1
..	34	34	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	1	1	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	..	..	..	..	..	..	9 (*g*)
..	2	2	..	..	..	..	..	..	..	..	9 (*h*)
..	143	143	..	..	..	..	..	..	..	..	Carried over.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock different classes of accidents and the number of passengers

CLA S S I

Class of accident.	Assam-Bengal.									
	Accidents reported to Local Government under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 58 and 59.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 61, 63 and 65.)	Injured. (Cols. 62, 64 and 68.)
57	58	59	60	61	62	63	64	65	66	67	68
Brought forward ..	1	29	30	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	9	9	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..		..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	1	3	4	..	..		..	..	..	..	
(*d*) Slips in cuttings or embankments . .	..	1	1	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	.
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	4	4	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	258	258	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	1	..	1	..	1	..	..	..	..	..	1
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	6	6	12	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level-crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	..	1	1	..	..	..	..	..	..	..	..
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)".	..	9	9	..	..		..	..	..	..	..
(*g*) Miscellaneous	..	1	1	..	..	..	..	..	..	..	..
Total .	9	322	331	..	1	..	..	..	..	..	1

DIX D (*iii*)—*contd.*

permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BENGAL AND NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	Other accidents.	Total.	Passengers.		Railway servants.		Other persons.		Total.		Serial No. Class of Accidents. (See column No. 57.)
		(Cols. 69 and 70.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76.)	Injured. (Cols. 73, 75 and 77.)	
69	70	71	72	73	74	75	76	77	78	79	80
..	143	143	..	..	..	..	..	..	..	..	Brought forward.
..	8	8	..	..	..	..	..	..	..	..	10 (*a*)
..	1	1	..	..	..	..	..	..	..	..	10 (*b*)
..	11	11	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	5	5	..	..	..	..	..	..	..	..	11 (*a*)
..	9	9	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	1	1	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
..	3	3	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	4	4	..	..	..	..	..	..	..	..	12 (*f*)
..	4	4	..	..	..	..	..	..	..	..	12 (*g*)
..	189	189	..	..	..	..	..	..	..	..	Total

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I									
	BENGAL NAGPUR.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 82 and 83.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)
81	82	83	84	85	86	87	88	89	90	91	92
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	3	..	1	..	..	..	4
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	34	34	..	..	..	3	..	..	..	3
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	..	1	..	..	3	..	..	..	3	..
6. Collisions between light engines . . .	..	3	3	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	3	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	1	76	77	..	..	..	3	..	..	..	3
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	1	1	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	52	52	..	..	..	..	..	..	..	..
(2) other causes	..	103	103	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	3	3	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	1	1	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	287	287	..	..	..	1	..	..	..	1
(*h*) Other Rolling Stock failures . . .	..	10	10	..	..	..	..	..	..	..	..
Carried over ..	3	575	578	..	3	3	8	..	..	3	11

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—*contd.*

BOMBAY BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 93 and 94.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 81.)
			Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed. (Cols. 96, 98 and 100.)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	..	..	..	..	..	..	..	..	..	..	1
..	4	4	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	4	4	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	6	6	..	..	..	..	..	..	..	..	7 (*a*)
..	11	11	..	..	..	..	..	..	..	..	7 (*b*)
..	58	58	..	..	..	..	..	..	..	..	8 (*a*)
..	746	746	..	..	..	..	..	..	..	..	8 (*b*)
..	13	13	..	..	..	..	..	..	..	..	9 (*a*) 1
..	9	9	..	..	..	..	..	..	..	..	9 (*a*) 2
..	14	14	..	..	..	..	..	..	..	..	9 (*b*) 1
..	94	94	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	2	2	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	3	3	..	..	..	..	..	..	..	..	9 (*f*)
..	112	112	..	..	..	..	..	..	..	..	9 (*g*)
..	*743	*743	..	..	..	..	..	..	..	..	9 (*h*)
..	1,819	1,819	..	..	..	..	..	..	..	..	Carried over.

* Includes 634 Failures on account of hot bearing.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — BENGAL NAGPUR.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 82 and 83.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)
81	82	83	84	85	86	87	88	89	90	91	92
Brought forward ..	3	575	578	..	3	3	8	..	..	3	11
10. Failure of permanent-way—											
(*a*) Broken rails	..	40	40	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	3	..	3	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	1	3	4	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line .	..	74	74	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	..	16	16	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level-crossings.*—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.)	6	9	15	..	..	..	..	2	4	2	4
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs* (*c*), (*d*) *and* (*e*) *above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	6	6	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	21	21	..	..	..	..	..	..	..	..
Total .	13	745	758	..	3	3	8	2	4	5	15

DIX I (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BOMBAY BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Passengers.			Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 81).
		Total. (Cols. 93 and 94.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 96 98 and 100.)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	1,819	1,819	..	..	..	..	..	..	..	.	Brought forward.
.	..	..	..	..	..	..	..	.	.	.	10 (*a*)
..	..	..	..	..	..	..	.		..	..	10 (*b*)
1	3	4	..	..	..	..	..	..	.	..	10 (*c*)
..	1	1	..	..	..	..	..	.	..	.	10 (*d*)
..	3	3	..	..	..	..	..	..	..	..	11 (*a*)
..	5	5	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	.	..	..	12 (*a*)
..	1,073	1,073	..	..	..	..	..	.	.	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
9	2	11	..	..	..	..	..	..	..	..	12 (*d*)
..	2	2	..	..	..	..	..	..	..	..	12 (*e*)
1	23	24	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
11	2,931	2,942	..	..		..	..	..	..	..	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

EASTERN BENGAL.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113.)	Injured (Cols. 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	34	53	1	2	..	..	35	55
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line.	1	4	5	..	..	1	2	..	..	1	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	11	..	11	..	..	..	2	..	..	..	2
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..		..	..	..	..	..	..
(*b*) other causes	..	38	38	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the mechanical Department—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	4	4	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	9	9	..	..	..	.	..	..	..	..
(2) other causes	..	16	16	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	2	2	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	112	112	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	25	25	..	..	..	..	..	..	..	..
Carried over ..	14	213	227	34	53	2	6	..	..	36	59

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

EAST INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 117 and 118.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 105).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 120 122 and 124.)	Injured. (Cols. 121, 123 and 125.)	
117	118	119	120	121	122	123	124	125	126	127	128
..	..	..	..	..	..	..	..	..	..	..	1
..	2	2	..	..	..	2	..	..	..	2	2
..	..	..	..	..	..	..	..	..	..	..	3
2	22	24	..	..	1	13	..	..	1	13	4
..	1	1	..	..	..	1	..	..	..	1	5
..	19	19	..	..	1	6	..	..	1	6	6
..	1	1	..	..	..	..	..	..	..	..	7 (*a*)
..	2	2	..	..	..	..	..	..	..	..	7 (*b*)
..	8	8	..	..	..	..	..	..	..	..	8 (*a*)
1	2,039	2,040	..	..	..	6	..	..	..	6	8 (*b*)
..	4	4	..	..	..	..	..	..	..	..	9 (*a*) 1
..	56	56	..	..	..	..	..	..	..	..	9 (*a*) 2
..	14	14	..	..	..	..	..	..	..	..	9 (*b*) 1
..	321	321	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	4	4	..	..	..	..	..	..	..	..	9 (*e*)
..	3	3	..	..	..	..	..	..	..	..	9 (*f*)
..	517	517	..	..	..	..	..	..	..	..	9 (*g*)
..	41	41	..	..	..	..	..	..	..	..	9 (*h*)
3	3,054	3,057	..	..	2	28	..	..	2	28	Carried over

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

EASTERN BENGAL.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113.)	Injured (Cols. 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
Brought forward ..	14	213	227	34	53	2	6	..	..	36	59
10. Failure of permanent-way—											
(*a*) Broken rails	..	15	15	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	5	..	5	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	1	3	4	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	4	1	5	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	2	1	3	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	173	173	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occured).	8	..	8	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	4	..	4	..	..	..	..	3	9	3	9
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	12	..	12	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	13	13	..	..	..	..	..	..	..	..
Total .	50	419	469	34	53	2	6	3	9	39	68

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

EAST INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 117 and 118.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 105.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 120, 122 and 124.)	Injured. (Cols. 121, 123 and 125.)	
117	118	119	120	121	122	123	124	125	126	127	128
3	3,054	3,057	..	..	2	28	..	..	2	28	Brought forward.
..	43	43	..	1	..	..	..	..	..	1	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
5	4	9	9	26	1	1	..	1	10	28	10 (*c*)
2	1	3	..	..	..	..	..	..	..	..	10 (*d*)
..	10	10	..	..	..	..	..	..	..	..	11 (*a*)
..	11	11	..	..	..	..	2	..	2	..	11 (*b*)
..	10	10	..	..	..	..	..	..	..	..	12 (*a*)
..	1,016	1,016	..	..	..	..	..	..	..	.	12 (*b*)
..	1	1	..	..	..	..	..	..	..	..	12 (*c*)
4	6	10	..	..	..	..	..	..	..	..	12 (*d*)
2	10	12	..	..	..	..	2	1	2	1	12 (*e*)
4	16	20	..	..	..	..	..	..	..	..	12 (*f*)
1	35	36	..	..	1	..	..	..	1	..	12 (*g*)
21	4,217	4,238	9	27	4	29	4	2	17	58	To

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

GREAT INDIAN PENINSULA.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 130 and 131.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 133, 135 and 137.)	Injured. (Cols. 134, 136 and 138.)
129	130	131	132	133	134	135	136	137	138	139	140
1. Collisions between passenger trains or parts of passenger trains.	..	5	5	..	21	..	1	..	..	..	22
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	5	6	1	3	..	1	..	2	1	6
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	1	..	1
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	12	13	..	..	1	3	..	..	1	3
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	45	46	..	..	..	..	1	1	1	1
6. Collisions between light engines . . .	..	21	21	..	..	..	4	..	..	..	4
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	6	6	..	..	..	..	..	..	..	..
(b) other causes	1	29	30	..	10	..	1	..	..	..	11
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	20	20	..	..	..	4	..	..	..	4
(b) other causes	..	443	443	..	..	..	10	..	..	..	10
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	49	49	..	..	..	..	..	..	..	..
(b) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	10	10	..	..	..	..	..	..	..	..
(2) other causes	..	*535	*535	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear .	..	440	440	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures . . .	..	63	63	..	..	..	..	..	..	..	..
Carried over ..	4	1,690	1,694	1	34	1	24	1	4	3	62

* Includes 322 Electrical Multiple Units failures on Suburban Service.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

JODHPUR.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	*Passengers.*		*Railway servants.*		*Other persons*		*Total.*		Serial No. of Class of Accidents (See column No. 129
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147 and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
3	..	3	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
	4	4	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	31	31	..	..	..	..	..	..	..	..	9 (*a*) 2
..	8	8	..	..	..	..	..	..	..	..	9 (*b*) 1
..	6	6	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
1	15	16	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
5	64	69	..	..	..	..	..	..	..	..	Carried over.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

GREAT INDIAN PENINSULA.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 130 and 131.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 133, 135 and 137.)	Injured. (Cols. 134, 136 and 138.)
129	130	131	132	133	134	135	136	137	138	139	140
Brought forward ..	4	1,690	1,694	1	34	1	24	1	4	3	62
10. Failure of permanent-way—											
(*a*) Broken rails	..	52	52	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	1	1	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	99	99	..	1	..	..	..	..	..	1
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	3	3	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	1,413	1,413	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged.)	..	2	2	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred.)	..	13	13	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	2	4	6	..	..	..	..	2	2	2	2
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (a), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	10	10	..	..	..	5	..	1	..	6
(*g*) Miscellaneous	..	29	29	..	..	..	..	..	..	..	..
Total .	6	3,316	3,322	1	35	1	29	3	7	5	71

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

JODHPUR.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147 and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
5	64	69	..	..	..	..	..	..	..	..	Brought forward.
..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
2	..	2	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	1	1	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
.	2	2	..	.	..	..	..	..	..	..	12 (*a*)
..	57	57	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	.	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
2	5	7	..	2	1	..	1	..	2	2	12 (*e*)
..	2	2	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
9	131	140	..	2	1	..	1	..	2	2	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	CLASSI										
	MADRAS AND SOUTHERN MAHRATTA.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 154 & 155.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 157, 159 & 161.)	Injured. (Cols. 158, 160 & 162.)
153	154	155	156	157	158	159	160	161	162	163	164
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	3	..	..	..	..	..	3
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	6	8	..	..	1	5	..	..	1	5
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	2	2	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(*b*) other causes	4	..	4	..	3	..	1	..	..	..	4
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	1	11	12	..	..	..	1	..	..	..	1
(*b*) other causes	..	10	10	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	85	85	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	35	35	..	..	..	..	..	..	..	..
(2) other causes	..	92	92	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	9	9	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	4	37	41	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	..	..	..	..	..	..	..	..	..	..
Carried over .	13	287	300	..	6	1	7	..	..	1	13

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

MYSORE STATE.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 165 & 166.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 183.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 168, 170 & 172.)	Injured. (Cols. 169, 171 & 173.)	
165	166	167	168	169	170	171	172	173	174	175	176
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
..	2	2	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	11	11	..	..	..	..	..	..	..	..	9 (*a*) 2
..	2	2	..	..	..	..	..	..	..	..	9 (*b*) 1
..	17	17	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
2	4	6	..	..	..	..	..	..	..	..	9 (*e*)
..	1	1	..	..	..	..	..	..	..	..	9 (*f*)
..	61	61	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
2	99	101	..	..	..	..	..	..	..	..	Carried over.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASSI

Class of accident.	Madras and Southern Mahratta.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 154 and 155.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	jured.	Killed. (Cols. 157, 159 and 161.)	Injured. (Cols. 158, 160 and 162.)
153	154	155	156	157	158	159	160	161	162	163	164
Brought forward .	13	287	300	..	6	1	7	..	..	1	13
10. Failure of permanent-way—											
(*a*) Broken rails	..	28	28	..	..	..	..	...	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	...	..	..	..
(*c*) The flooding of portions of permanent-way .	1	4	5	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	...	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	1	12	13	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	—	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	—	10	10	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	889	889	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged.)	1	..	1	..	2	..	..	..	..	..	2
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred.)	...	..	..	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	5	1	6	..	..	..	..	1	2	1	2
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	30	—	30	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	3	3	..	...	..	..	..	..	..	..
Total .	51	1,235	1,286	...	8	1	7	1	2	2	17

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

MYSORE STATE.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 165 and 166.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 153.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 168, 170 and 172.)	Injured. (Cols. 169, 171 and 173.)	
165	166	167	168	169	170	171	172	173	174	175	176
2	99	101	..	..	..	..	..	..	..	..	Brought forward.
—	..	..	..	..	..	..	..	..	..	..	10 (*a*)
—	—	—	..	..	..	..	..	..	..	..	10 (*b*)
..	1	1	..	..	..	..	..	..	..	..	10 (*c*)
..	1	1	—	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
—	3	3	..	..	..	..	..	..	..	—	12 (*a*)
..	171	171	—	..	..	—	..	..	..	—	12 (*b*)
..	..	..	—	..	..	..	..	..	..	..	12 (*c*)
..	..	..	—	..	..	..	..	..	..	..	12 (*d*)
1	..	1	—	..	..	..	2	3		3	12 (*e*)
..	4	4	—	..	—	..	..	..	..	..	12 (*f*)
..	..	—	—	—	..	..	..	..	..	..	12 (*g*)
3	279	282	..	—	—	..	2	3	2	3	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	CLASSI										
	NIZAM'S STATE.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 178 & 179.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 181, 183 & 185.)	Injured. (Cols. 182, 184 & 186.)
177	178	179	180	181	182	183	184	185	186	187	188
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	3	..	..	..	..	..	3
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4 Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..		..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	1	..	1	..		..	..	..	..	..	..
8 Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	10	10	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	12	12	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	3	3	..	..	..	..	..	..	..	..
(2) other causes	..	11	11	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	1	1	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	76	76	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	7	7	..	..	..	..	..	..	..	..
Carried over	2	122	124	..	3	..	..	..	..	..	3

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents. (See column No. 177.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192, 194 & 196.)	Injured. (Cols. 193, 195 and 197.)	
189	190	191	192	193	194	195	196	197	198	199	200
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	1	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	1	..	..	..	1	6
6	..	6	..	..	..	..	..	..	..	..	7 (*a*)
23	..	23	..	..	..	..	..	..	..	..	7 (*b*)
..	243	243	..	..	1	2	..	..	1	2	8 (*a*)
..	697	697	..	..	..	2	..	..	..	2	8 (*b*)
..	9	9	..	..	..	..	..	..	..	..	9 (*a*) 1
..	6	6	..	..	..	..	..	..	..	..	9 (*a*) 2
..	*201	*201	..	..	..	..	..	..	..	..	9 (*b*) 1
..	37	37	..	..	..	..	..	..	..	..	9 (*b*) 2
..	2	2	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	50	50	..	..	..	..	..	..	..	..	9 (*g*)
..	2	2	..	..	..	..	..	..	..	..	9 (*h*)
30	1,250	1,280	..	..	1	5	..	..	1	5	Carried over.

H53RB

*Includes 73 Diesal railcar failures and 8 Diesal Electric Locomotive failures.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASSI

Class of accident.	Nizam's State.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 178 and 179.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 181, 183 and 185.)	Injured. (Cols. 182, 184 and 186.)
177	178	179	180	181	182	183	184	185	186	187	188
Brought forward .	2	122	124	..	3	..	..	..	..	..	3
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	1	..	1	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	214	214	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	3	..	3	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	4	..	4	..	..	..	..	..	4	..	4
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	1	..	1	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	2	2	..	..	..	..	..	..	..	..
Total .	11	338	349	..	3	..	..	..	4	..	7

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of Accidents. (See column No. 177.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192 194 and 196.)	Injured. (Cols. 193, 195 and 197.)	
189	190	191	192	193	194	195	196	197	198	199	200
30	1,250	1,280	..	..	1	5	..	..	1	5	Brought forward.
..	45	45	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	9	9	..	..	..	..	..	..	..	..	10 (*c*)
..	1	1	..	..	..	..	..	..	..	..	10 (*d*)
2	2	4	..	..	..	..	..	..	..	..	11 (*a*)
..	3	3	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	677	677	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
5	..	5	..	..	..	..	..	..	..	..	12 (*d*)
17	..	17	..	..	..	1	16	14	16	15	12 (*e*)
5	17	22	..	..	..	1	..	1	..	2	12 (*f*)
..	21	21	..	..	..	..	..	..	..	..	12 (*g*)
59	2,025	2,084	..	..	1	7	16	15	17	22	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway

CLASSI

Class of accident.	ROHILKHUND AND KUMAON.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 205, 207 & 209.)	Injured. (Cols. 208 & 210.)
201	202	203	204	205	206	207	208	209	210	211	212
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	1	..	1	..	..	..	1	..	..	..	1
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	2	1	3	..	2	..	..	..	..	..	2
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	1	4	5	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	11	11	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	1	1	..	..	..	..	..	..	..	..
(2) other causes	..	10	10	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	1	24	25	..	..	..	3	..	..	..	3
(*h*) Other rolling stock failures . . .	..	..	..	..	..	..	..	..	..	..	..
Carried over . .	6	51	57	..	2	..	4	..	..	..	6

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 213 and 214.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents (See column No. 201.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 216 218 and 220.)	Injured. (Cols. 217, 219 and 221.)	
213	214	215	216	217	218	219	220	221	222	223	224
1	..	1	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
2	..	2	..	..	..	..	..	..	..	..	7 (*a*)
3	..	3	..	..	..	..	..	..	..	..	7 (*b*)
..	1	1	..	..	..	..	..	..	..	..	8 (*a*)
..	8	8	..	..	..	..	..	..	..	..	8 (*b*)
..	24	24	..	..	..	..	..	..	..	..	9 (*a*) 1
..	66	66	..	..	..	..	..	..	..	..	9 (*a*) 2
..	4	4	..	..	..	..	..	..	..	..	9 (*b*) 1
..	18	18	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
3	1	4	..	..	..	..	..	..	..	..	9 (*e*)
1	2	3	..	..	..	..	..	..	..	..	9 (*f*)
72	47	119	..	..	..	..	..	..	..	..	9 (*g*)
3	68	171	..	..	..	..	..	..	..	..	9 (*h*)
85	239	324	..	..	..	..	..	..	..	..	Carried over

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	ROHILKUND AND KUMAON										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 and 203.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 205, 207 and 209).	Injured. (Cols. 206, 208 and 210.)
201	202	203	204	205	206	207	208	209	210	211	212
Brought forward .	6	51	57	..	2	..	4	..	..	..	6
10. Failure of permanent-way—											
(*a*) Broken rails	..	1	1	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	2	2	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	2	3	5	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	..	1	1	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	1	..	1	..	..	..	2	..	..	..	2
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs,* (*c*), (*d*) *and* (*e*) *above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	2	2	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	1	1	..	..	..	..	..	..	..	..
Total	9	62	71	..	2	..	6	..	..	..	8

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 213 and 214.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total*		Serial No. of Class of Accidents. (See column No. 201.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 216 218 and 220.)	Injured. (Cols. 217, 219 and 221.)	
213	214	215	216	217	218	219	220	221	222	223	224
85	239	324	..	..	..	..	..	..	..	..	Brought forward.
6	..	6	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
23	2	25	..	..	..	..	..	..	..	..	10 (*c*)
2	1	3	..	..	..	..	..	..	..	..	10 (*d*)
4	..	4	..	..	..	..	..	..	..	..	11 (*a*)
..	1	1	..	..	..	..	..	..	..	..	11 (*b*)
20	..	20	..	..	..	..	..	..	..	..	12 (*a*)
..	2,107	2,107	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
2	..	2	..	..	..	..	..	..	..	..	12 (*d*)
7	..	7	..	..	..	..	..	2	..	2	12 (*e*)
10	..	10	..	..	..	..	..	..	..	..	12(*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
159	2,350	2,509	..	..	..	..	..	2	..	2	Total.

*Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rollin*g *different classes of accidents and the number of passengers, railway*

Class of accident.	TOTAL CLASS I		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 226 and 227.)
225	226	227	228
1. Collisions between passenger trains or parts of passenger trains	3	5	8
2. Collisions between passenger trains and goods or mineral trains, engines, vehicles standing foul of the line.	6	11	17
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line.	7	83	90
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	48	50
6. Collisions between light engines	1	45	46
7. Derailments of passenger trains—			
(*a*) due to trains running in the wrong direction through points	9	13	22
(*b*) other causes	48	54	102
8. Other derailments—			
(*a*) due to trains running in the wrong direction through points	1	341	342
(*b*) other causes	4	4,182	4,186
9. Failure of engines and rolling-stock—			
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—			
(1) boilers and tubes	..	58	58
(2) machinery, springs, etc.	..	348	348
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—			
(1) boilers and tubes	..	354	354
(2) other causes	..	1,308	1,308
(*c*) The failure of tyres	..	7	7
(*d*) Ditto wheels	..	5	5
(*e*) Ditto Axles	5	22	27
(*f*) Ditto brake apparatus	1	11	12
(*g*) Ditto couplings and draft gear	78	1,778	1,856
(*h*) Other Rolling Stock failures	3	961	946
10. Failure of permanent-way—			
(*a*) Broken rails	6	241	247
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1
(*c*) The flooding of portions of permanent-way	41	38	79
(*d*) Slips in cuttings or embankments	7	12	19
11. Fires—			
(*a*) Fire in trains	11	134	145
(*b*) Fire at stations, or involving injury to bridges or viaducts	2	36	38
12. Other accidents—			
(*a*) Passenger trains running in the wrong direction through points but not derailed	20	31	51
(*b*) Trains running over cattle on the line	2	8,126	8,128
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	2	3	5
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	37	47	84
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident w thin either sub-paragraph (*c*) or (*d*) above.]	51	32	83
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	63	93	156
(*g*) Miscellaneous	1	130	131
Total	411	18,559	18,970

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—*concld.*

Passengers.		*Railway servants.*		*Other persons.*		*Total.*	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)
229	230	231	232	233	234	235	236
34	77	1	3	..	..	35	80
1	9	..	4	..	2	1	15
..	..	..	..	..	1	..	1
..	..	4	26	..	..	4	26
..	..	3	1	1	1	4	2
..	..	1	12	..	..	1	12
..	..	..	..	..	..	..	..
..	15	..	4	..	..	..	19
..	..	1	7	..	..	1	7
..	..	..	21	..	..	..	21
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	..	..	4	..	..	..	4
..	..	..	..	..	..	..	..
..	1	..	..	..	..	..	1
..	..	..	..	..	..	..	..
9	26	1	1	..	1	10	28
..	..	..	..	..	..	..	..
..	1	..	..	..	..	..	1
..	..	..	..	2	..	2	..
..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..
..	3	..	..	..	..	..	3
..	..	..	..	..	..	..	..
..	2	1	3	29	41	30	46
..	..	..	6	..	2	..	8
..	..	1	..	..	..	1	..
44	134	13	92	32	48	89	274

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

Class of accident.	CLASS II BARSI LIGHT.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 238 and 239.)
237	238	239	240
1. Collisions between passenger trains or parts of passenger trains	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..
6. Collisions between light engines	..	..	..
7. Derailments of passenger trains—			
(*a*) Due to trains running in the wrong direction through points	..	..	..
(*b*) Other causes	..	..	..
8. Other derailments—			
(*a*) Due to trains running in the wrong direction through points	..	..	..
(*b*) Other causes	..	12	12
9. Failure of engines and rolling stock—			
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—			
(1) boilers and tubes	..	..	..
(2) machinery, springs, etc.	..	1	1
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—			
(1) boilers and tubes	..	..	..
(2) other causes	..	3	3
(*c*) The failure of tyres	..	..	..
(*d*) Ditto wheels	..	..	..
(*e*) Ditto axles	..	1	1
(*f*) Ditto brake apparatus	..	..	..
(*g*) Ditto couplings and draft gear	..	2	2
(*h*) Other rolling stock failures	..	..	..
10. Failure of permanent way—			
(*a*) Broken rails	..	..	..
(*b*) The failure of tunnels, bridges, viaducts culverts, etc.	..	..	..
(*c*) The flooding of portions of permanent way	..	..	..
(d) Slips in cuttings or embankments	..	..	..
11. Fires—			
(*a*) Fire in trains	..	1	1
(*b*) Fire at stations, or involving injury to bridges or viaducts	..	..	..
12. Other accidents—			
(*a*) Passenger trains running in the wrong direction through points but not derailed	..	..	..
(*b*) Trains running over cattle on the line	..	28	28
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occured).	..	1	1
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	..	..	..
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs, (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	4	4
(g) Miscellaneous 1	..	1	1
Total	..	54	54

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Bengal Dooabs.			Bhavnagar State.			Bikaner State.			
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 241	Other accidents. 242	Total. (Cols. 241 and 242.) 243	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 244	Other accidents. 245	Total. (Cols. 244 and 245.) 246	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 247	Other accidents. 248	Total (Cols. 247 and 248.) 249	Serial No. of class of accidents. (See column No. 237.) 250
..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	3
..	1	1	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	1	..	1	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	8 (*a*)
..	..	..	..	..	..	6	..	6	8 (*b*)
..	..	..	..	8	8	..	..	..	9 (*a*) 1
..	..	..	..	4	4	..	..	..	9 (*a*) 2
..	1	1	..	1	1	1	..	1	9 (*b*) 1
..	1	1	..	1	1	5	..	5	9 (*b*) 2
..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	1	..	1	9 (*e*)
..	..	..	..	..	..	..	..	..	9 (*f*)
..	2	2	..	..	..	8	..	8	9 (*g*)
..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	2	..	2	..	25	25	10 (*a*)
..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	11 (*b*)
..	1	1	..	..	..	..	..	..	12 (*a*)
..	..	..	..	69	69	..	62	62	12 (*b*)
..	1	1	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	12 (*e*)
..	1	1	..	7	7	..	..	..	12 (*f*)
..	..	..	..	..	..	10	..	10	12 (*g*)
..	8	8	3	90	93	31	87	118	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

CLASS II

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.				Gon
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 252 and 253.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 255 and 256.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 258 and 259.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
251	252	253	254	255	256	257	258	259	260	261	262
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	1	1	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines .	..	..	..	..	..	..	..	1	1	..	1
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	51	..	51	..	1	1	..	2	2	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	..	26	26	..	..	..	..	22	22	..	12
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes . .	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. .	..	1	1	..	..	..	..	1	1	..	1
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes . .	..	..	..	..	..	..	..	2	2	..	..
(2) other causes . . .	..	6	6	..	..	..	..	11	11	..	1
(c) The failure of tyres . . .	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels . .	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles . . .	..	5	5	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	1	1	..	..	..	..	..
(h) Other Rolling Stock failures.	..	..	..	..	..	..	..	3	3	..	1
Carried over .	51	40	91	..	3	3	..	42	42	..	16

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

DAL.	JAIPUR STATE.			JAMNAGAR DWARKA.			JUNAGAD STATE.			MORVI.			
Total. (Cols. 261 and 262.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 264 and 265.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 267 and 268.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 270 and 271.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 273 and 274.)	Serial No. of class of accidents (See column No. 251.)
263	264	265	266	267	268	269	270	271	272	273	274	275	276
..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	3	3	5
1	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	1	1	7 (*a*)
..	1	..	1	..	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	2	2	..	4	4	8 (*a*)
12	29	..	29	..	9	9	..	..	..	..	6	6	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*) (1)
1	3	..	3	..	..	..	..	1	1	..	4	4	9 (*a*) (2)
..	..	..	..	..	2	2	..	..	..	..	..	..	9 (*b*) (1)
1	..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	2	..	2	..	..	..	..	..	..	..	4	4	9 (*g*)
1	9	..	9	..	..	..	..	2	2	..	..	..	9 (*h*)
16	44	..	44	..	11	11	..	5	5	..	22	22	Carried over

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the numbers of passengers,

CLASS II

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.			Gon	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 252 and 253.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 255 and 256).	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 258 and 259.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
251	252	253	254	255	256	257	258	259	260	261	262
Brought forward .	51	40	91	..	3	3	..	42	42	..	16
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	1	1	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way.	2	2	4	..	..	..	1	..	1	..	..
(*d*) Slips in cuttings or embankments	5	31	36	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	6	6	..	2
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	3	..	3	..	..	..	..	2	2	..	..
(*b*) Trains running over cattle on the line.	..	8	8	..	12	12	..	71	71	..	26
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, likely to have resulted in an accident to a train, but no accident has actually occured).	..	..	..	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	1	2	3	..	..	..	..	2	2	..	..
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs* (*c*), (*d*) *and* (*e*) *above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	1	1	..	..	..	..	46	46	..	..
(*g*) Miscellaneous	2	..	2	..	..	..	..	..	..	..	1
Total .	64	84	148	..	15	15	1	170	171	..	45

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

DAL.	JAIPUR STATE.			JAMNAGAR DWARKA.			JUNAGAD STATE.			MORVI.			
Total. (Cols 261 and 262).	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 264 and 265.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 267 and 268.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 270 and 271.) Act No.	Accidents reported to Local Governments under section 83 of the Indian Railways Act no. IX of 1890.	Other accidents.	Total (Cols. 273 and 274.)	Seriol No. of class of accidents, (See column No. 251.)
263	264	265	266	267	268	269	270	271	272	273	274	275	276
16	44	..	44	..	11	11	..	5	5	..	22	22	Brought forward.
..	..	..	..	..	..	..	..	1	1	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
2	..	..	..	..	1	1	..	..	..	..	3	3	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
26	46	..	46	..	54	54	..	46	46	..	15	15	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	1	1	..	2	2	..	..	..	12 (*f*)
1	3	..	3	..	2	2	..	3	3	..	..	..	12 (*g*)
45	93	..	93	..	69	69	..	57	57	..	40	40	Total

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

Class of accident.	CLASS II RAILWAYS. Shahdara (Delhi) Saharanpur Light.			Total Class II					
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 278 and 279.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 281 and 282.)	*Passengers.*		*Railway servants.*
							Killed.	Injured.	Killed.
277	278	279	280	281	282	283	284	285	286
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	1	1	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	1	1	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	4	4	..	..	..
6. Collisions between light engines . . .	..	..	..	..	2	2	..	..	..
7. Derailments of passenger trains—									
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	1	1	..	..	..
(*b*) Other causes	..	..	..	53	3	56	..	..	..
8. Other Derailments—									
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	6	6	..	..	..
(*b*) Other causes	..	9	9	35	96	131	..	..	..
9. Failure of engines and rolling-stock—									
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	..	..	..	8	8	..	..	..
(2) machinery, springs, etc. . . .	..	1	1	3	14	17	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff									
(1) boilers and tubes	..	..	..	1	6	7	..	..	..
(2) other causes	..	..	..	5	23	28	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	11	11	1	17	18	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	1	1	..	..	..
(*g*) Ditto couplings and draft gear . .	..	2	2	10	11	21	..	..	..
(*h*) Other Rolling Stock failures . . .	..	..	..	9	6	15	..	..	..
Carried over .	..	23	23	117	200	317	..	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*concld.*					TOTAL CLASS III RAILWAYS.										
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 292 and 293.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accident. (See col. No. 277.)
Injured.	Killed.	Injured.	Killed. (Cols. 284, 286 and 288.)	Injured. (Cols. 285, 287 and 289.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols 295 297 and 299.)	Injured. (Cols. 296, 298 and 300.)	
287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1
..	..	..	..	..	2	2	4	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	3	..	3	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	..	..	11	3	14	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	25	25	..	..	..	..	..	..	..	..	8 (*a*)
..	..	..	..	..	2	33	35	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	8	2	10	..	..	..	..	..	..	..	..	9 (*a*) (1)
..	..	..	..	..	2	16	18	..	..	..	..	..	..	..	..	9 (*a*)(2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*) (1)
..	..	..	..	..	5	23	28	..	..	..	..	..	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	2	2	4	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	2	10	12	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	9 (*h*)
1	..	..	..	1	37	122	159	..	..	..	..	..	..	..	..	Carried over

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

Class of accident.	CLASS II RAILWAYS — Shahdara (Delhi) Saharanpur Light.			Total Class I I					
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 278 and 279).	Accidents reported to Local Governments. under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 281 and 282).	*Passengers.*		*Railway servants.*
							Killed.	Injured.	Killed.
277	278	279	280	281	282	283	284	285	286
Brought forward .	..	23	23	117	200	317	..	..	..
10. Failure of permanent way—									
(*a*) Broken rails	..	..	..	2	27	29	..	..	...
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way.	..	..	..	3	2	5	..	..	..
(*d*) Slips in cuttings or embankments .	..	..	..	5	31	36	..	..	..
11. Fires—									
(*a*) Fire in trains	..	..	..	...	13	13	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	...	..	..	..	..	..
12. Other accidents—									
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	3	3	6	...	...	..
(*b*) Trains running over cattle on the line.	..	2	2	46	393	439	...	...	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	1	1	...	...	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	...	..	...	..	1	1	...	...	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	..	...	...	1	4	5	..	..	..
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	4	4	..	66	66	..	...	...
(*g*) Miscellaneous	..	..	..	15	7	22	..	..	..
Total .	...	29	29	192	748	940	..	..	..

DIX D (*iii*)—*contd.*

Stock, permanent-way, etc., during the year 1939-40 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*concld.*					TOTAL CLASS III RAILWAYS.										
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 292 and 293.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accident (See Col No. 277).
Injured.	Killed.	Injured.	Killed (Cols. 284 286 and 288).	Injured. Cols. 285, 287 and 289).				Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed (Cols. 295, 297 and 299.	Injured. (Cols. 296, 298 and 300.)	
287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303
1	..	..	..	1	37	122	159	..	..	..	..	..	..	..	..	Brought forward.
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	1	2	3	..	..	..	..	..	..	..	..	12 (*a*)
..	6	23	6	23	7	152	159	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	7	12	19	..	..	..	..	1	1	1	1	12 (*e*)
..	..	..	..	..	4	22	26	..	..	..	..	..	1	..	1	12 (*h*)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	12 (*g*)
1	6	23	6	24	58	319	377	..	..	..	..	1	2	1	2	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling distinguishing between the different classes of accidents and the number of passengers, railway

TOTAL ALL

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total. (Cols. 305 and 307.)	Total. (Cols. 306 and 308.)	Passengers. Killed.		Passengers. Injured.	
	1938-39.	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.
304	305	306	307	308	309	310	311	312	313	314
1. Collisions between passenger trains or parts of passenger trains.	*6*	3	*5*	6	*11*	9	..	34	*23*	77
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	*10*	8	*12*	14	*22*	22	..	1	*11*	9
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	*2*	..	*4*	1	*6*	1	..	..	*1*	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	*7*	7	*105*	84	*112*	91	..	..	*7*	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	2	*74*	54	*74*	56	..	..	..	..
6. Collisions between light engines . . .	*2*	1	*34*	47	*36*	48	..	..	..	..
7. Derailments of passenger trains—										
(*a*) Due to trains running in the wrong direction through points.	*16*	12	*39*	14	*55*	26	..	..	*1*	..
(*b*) Other causes	*163*	112	*56*	60	*219*	172	*31*	..	*68*	15
8. Other derailments—										
(*a*) Due to trains running in the wrong direction through points.	..	1	*373*	372	*373*	373	..	..	..	..
(*b*) Other causes	*4*	41	*3,109*	4,311	*3,113*	4,352	..	..	*4*	..
9. Failure of engines and rolling stock—										
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	*3*	8	*74*	68	*77*	76	..	..	..	..
(2) machinery, springs, etc. . . .	*2*	5	*349*	378	*351*	383	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	*7*	1	*299*	360	*306*	361	..	..	..	..
(2) other causes	*3*	10	*1,419*	1,354	*1,422*	1,364	..	..	..	..
(*c*) The failure of tyres	*1*	..	*12*	8	*13*	8	..	..	..	..
(*d*) Ditto wheels	..	..	*7*	5	*7*	5	..	..	..	..
(*e*) Ditto axles	*4*	8	*28*	41	*32*	49	..	..	..	..
(*f*) Ditto brake apparatus . .	..	1	*17*	12	*17*	13	..	..	*1*	..
(*g*) Ditto couplings and draft gear .	*50*	90	*1,966*	1,799	*2,016*	1,889	..	..	..	..
(*h*) Other Rolling Stock failures . .	..	12	*249*	969	*249*	981	..	..	*1*	..
Carried over .	*280*	322	*8,231*	9,957	*8,511*	10,279	*31*	35	*117*	101

DIX. D (iii)—*contd.*

stock, permanent-way, etc., during the years 1938-39 and 1939-40 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				*Other persons.*				*Grand Total.*				Serial No. of class of accident. (See column No. 304.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
								(Cols. 311, 315 and 319.)	(Cols. 312, 316 and 320.)	(Cols. 313, 317 and 321.)	(Cols. 314, 318 and 322.)	
1938-39.	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	*1938-39*	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	
315	316	317	318	319	320	321	322	323	324	325	326	327
..	1	*3*	3	*1*	..	*3*	..	*1*	35	*29*	80	1
10	..	*18*	4	..	..	..	2	*10*	1	*29*	15	2
..	..	..	..	..	..	..	1	..	..	*1*	1	3
2	4	*37*	27	..	..	*1*	..	*2*	4	*45*	27	4
..	3	..	1	..	1	..	1	..	4	..	2	5
..	1	*10*	12	..	..	..	..	..	1	*10*	12	6
1	..	*9*	..	..	..	..	..	*1*	..	*10*	..	7 (a)
2	..	*14*	4	..	..	*1*	..	*33*	..	*83*	19	7 (b)
..	1	..	7	..	..	..	..	..	1	..	7	8 (a)
..	..	*15*	21	..	..	..	..	..	..	*19*	21	8 (b)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(2)
..	..	*1*	..	..	..	..	..	..	..	*1*	..	9 (b)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	*1*	..	9 (f)
..	..	..	4	..	..	..	..	..	..	..	4	9 (g)
..	..	..	..	..	..	..	..	..	..	*1*	..	9 (h)
15	10	*107*	83	*1*	1	*5*	4	*47*	46	*229*	188	Carried over.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling distinguishing between the different classes of accidents and the number of passengers, railway

TOTAL ALL

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total. (Cols. 305 and 307.)		Passengers. Killed.		Injured.	
	1938-39.	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.	*1938-39.*	1939-40.
304	305	306	307	308	309	310	311	312	313	314
Brought forward .	*230*	322	*8,231*	9,957	*8,511*	10,279	*31*	35	*117*	101
10. Failure of Permanent way—										
(*a*) Broken rails	*16*	8	*342*	271	*358*	279	..	..	..	1
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	2	..	*7*	1	*9*	1	..	..	..	..
(*c*) The flooding of portions of permanent way.	*34*	45	*83*	41	*117*	86	..	9	..	26
(*d*) Slips in cuttings or embankments . .	*25*	12	*110*	44	*135*	56	..	..	..	..
11. Fires—										
(*a*) Fire in trains	*8*	11	*133*	148	*141*	159	..	..	..	1
(*b*) Fire at stations, or involving injury to bridges or viaducts.	2	2	*44*	36	*46*	38	..	..	..	..
12. Other accidents—										
(*a*) Passenger trains running in the wrong direction through points but not derailed.	*15*	24	*45*	36	*60*	60	..	..	..	..
(*b*) Trains running over cattle on the line .	*3*	55	*8,778*	8,671	*8,781*	8,726	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	4	3	2	4	6	7	*27*	..	*118*	3
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	*36*	37	*47*	48	*83*	85	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	*53*	59	*40*	48	*94*	107	..	..	*3*	2
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.	67	67	*148*	181	*213*	248	..	..	..	..
(*g*) Miscellaneous	*6*	16	*251*	140	*257*	156	*8*	..	*34*	..
Total .	*550*	661	*18,261*	19,626	*18,811*	20,287	*66*	44	*272*	134

DIX D (*iii*)—*concld.*

stock, permanent-way, etc., during the years 1938-39 and 1939-40 on all railways open for traffic servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				*Other persons.*				*Grand Total.*				
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Serial No. of class of accident. (See column No. 301.)
								(Cols. 311, 315 and 319.)	(Cols. 312, 316 and 320.)	(Cols. 313, 317 and 321.)	(Cols 314, 318 and 322.)	
1938-39.	*1939-40.*	*1938-39.*	*1939-40.*	*1938-39.*	*1939-40.*	*1938-39.*	*1939-40.*	*1938-39.*	*1939-40.*	*1938-39.*	*1939-40.*	
315	316	317	318	319	320	321	322	323	324	325	326	327
15	10	*107*	83	*1*	1	*5*	4	*47*	46	*229*	184	Brought forward.
..	..	..	..	..	..	..	..	..	..	..	1	10 (*a*.)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
1	1	..	1	..	..	..	1	*1*	10	..	28	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	1	11 (*a*)
..	..	..	..	..	2	..	..	..	2	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	..	..	..	*15*	6	*18*	23	*15*	6	*18*	23	12 (*b*)
1	..	*15*	..	*1*	..	*20*	..	*29*	..	*153*	3	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	1	*3*	3	*9*	30	*24*	42	*9*		*30*	47	12 (*e*)
..	..	*5*	6	..	..	*2*	3	..	..	*7*	9	12 (*f*)
..	1	*22*	..	..	..	..	..	*8*	1	*56*	..	12 (*g*)
17	13	*152*	93	*26*	39	*69*	73	*109*	96	*493*	300	To ta l

APPEN

Number of persons killed or injured during the year 1939-40 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 329, 331 and 333.)	Injured. (Cols. 330, 332 and 334.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed (Cols 337, 339 and 341.)	Injured. (Cols. 338, 340, and 342.)
328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344
1. Ascending or descending steps at stations.	..	1	..	16	..	..	..	17	..	..	..	..	..	..	..	..
2. Being struck, by barrows, by falling over packages, etc., on platform.	..	2	..	58	..	..	..	60	..	..	..	..	..	..	..	..
3. Falling off platforms	..	5	1	26	..	1	1	32	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	1	..	..	1,242	1	24	2	1,266	..	..	..	..	..	1	..	1
5. Moving or carrying goods at stations, etc.	1	..	1	660	1	8	3	668	..	..	..	..	..	..	..	..
6. Working at cranes or capstans.	..	..	..	118	..	3	..	121	..	..	..	..	..	..	..	..
7. Falling off wagon doors, lamps, bales of goods, etc.	..	3	1	250	..	10	1	263	..	..	..	..	..	..	..	..
8. Falling off, or getting on or off, stationary engines or vehicles.	..	2	..	391	..	3	..	396	..	..	..	1	..	..	..	1
9. Falling off platforms, ladders, scaffolds, etc.	..	1	2	226	4	13	6	240	..	..	..	..	..	..	..	..
10. Stumbling whilst walking on the line or platforms.	..	5	2	288	6	19	8	312	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	..	..	..	2,860	..	1	..	2,861	..	..	..	1	..	..	..	1
12. Being trampled on or kicked by horses.	..	..	..	2	..	..	..	2	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	1	1,976	2	5	3	1,981	..	..	..	3	..	..	..	3
14. Miscellaneous	..	13	5	3,790	8	33	13	3,836	..	..	..	4	..	..	..	4
Total	2	32	13	11,903	22	120	37	12,055	..	..	..	9	..	1	..	10

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		Class of accident.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 345, 347 and 349.)	Injured. (Cols. 346, 348 and 350.)	Killed	Injured.	Killed	Injured.	Killed.	Injured.	Killed. (Cols. 353, 355 and 357.	Injured. (Cols. 354, 356 and 358.	
345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361
..	..	..	..	..	..	..	..	..	1	..	16	..	..	..	17	1. Ascending or descending steps at stations.
..	..	..	..	..	..	..	..	..	2	..	58	..	..	..	60	2. Being struck by barrows, by falling overpass bridges, etc., on platform.
..	..	..	..	..	..	..	..	..	5	1	26	..	1	1	32	3. Falling off platforms
..	..	..	..	..	..	..	..	1	..	..	1,242	1	25	2	1,267	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	1	..	1	660	1	8	3	668	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	..	118	..	3	..	121	6. Working at cranes or capstans.
..	..	..	..	..	..	..	..	..	3	1	250	..	10	1	263	7. Falling off waggons or lamps, bales of goods, etc.
..	..	..	2	..	..	..	2	..	2	..	394	..	3	..	399	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	..	..	..	..	..	..	1	2	225	4	13	6	240	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	..	..	..	..	..	..	5	2	288	6	19	8	312	10. Stumbling while walking on the line or platforms.
..	..	..	..	..	..	..	..	..	..	..	2,861	..	1	..	2,862	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	2	12. Being trampled on or kicked by horses.
..	..	..	..	..	..	..	..	..	..	1	1,979	2	5	3	1,984	13. Working on the line or in sidings.
..	..	..	4	..	..	..	4	..	13	5	3,798	8	33	13	3,844	14. Miscellaneous.
..	..	..	6	..	..	..	6	2	32	13	11,918	22	121	37	12,071	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1939-40
[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
362	Killed. 363	Percentage of total. 364	Injured. 365	Percentage of total. 366	Killed. 367	Percentage of total. 368	Injured. 369	Percentage of total. 370	Killed. 371	Percentage of total. 372	Injured. 373	Percentage of total. 374
Assam-Bengal	..	..	8	50·0	3	100·0	8	50·0	..	..	..	..
Bengal and North-Western	5	83·3	28	93·3	1	16·7	2	6·66	..	..	..	..
Bengal-Nagpur	1	50·0	264	93·0	1	50·0	17	5·98	..	..	3	1·06
Bombay, Baroda and Central India.	5	100·0	243	95·6	..	..	6	2·37	..	..	5	1·96
Eastern Bengal	1	6·25	118	52·9	15	93·7	102	45·7	..	..	3	1·35
East Indian	30	63·8	587	96 2	16	34·0	17	2·79	1	2·13	6	0·98
Great Indian Peninsula	18	85·7	1,283	99·9	2	9·50	..	..	1	4·80	1	0·08
Jodhpur	..	..	5	62·5	1	100·0	3	37·5	..	..	..	..
Madras and Southern Mahratta	4	50·0	332	96·2	4	50·0	13	3·80	..	..	..	..
Mysore State	..	..	..	..	2	100·0	2	100·0	..	..	..	..
Nizam's State	2	100·0	31	88·6	..	..	4	11·4	..	..	..	..
North Western	26	96·3	622	99·8	..	..	..	..	1	3·70	1	0·16
Rohilkund and Kumaon	..	..	..	..	1	100·0	8	100·0	..	..	..	..
South Indian	3	60·0	103	98·1	2	40·0	2	1·90	..	..	..	..
Total	95	65·1	3,624	94·7	48	32·8	184	4·81	3	2·05	19	0·49

DIX D (*v*).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				TOTAL.		Railway System.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed (Cols. 363, 367, 371, 375 and 379.)	Injured. (Cols. 365, 369, 373, 377 and 381.)	
375	376	377	378	379	380	381	382	383	384	385
..	..	..	..	..	..	..	..	3	16	Assam-Bengal.
..	..	..	..	..	..	..	..	6	30	Bengal and North-Western
..	..	..	..	..	..	..	..	2	284	Bengal-Nagpur.
..	..	..	..	..	..	..	..		254	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	16	223	Eastern Bengal.
..	..	..	..	..	..	..	..	47	610	East Indian.
..	..	..	..	..	..	..	..	21	1,284	Great Indian Peninsula.
..	..	..	..	..	..	..	..	1	8	Jodhpur.
..	..	..	..	..	..	..	..	8	345	Madras and Southern Maratta.
..	..	..	..	..	..	..	..	2	2	Mysore State.
..	..	..	..	..	..	..	..	2	35	Nizam's State.
..	..	..	..	..	..	..	..	27	623	North Western.
..	..	..	..	..	..	..	..	1	8	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	5	105	South Indian.
..	..	..	..	..	..	..	..	146	3,827	Total.

Number of accidents which occurred during the year 1939-40 in Railway Workshops

Class I

Number of accidents and number of persons killed or injured.	Particulars.	Assam Bengal.	Bengal and North-Western.	Bengal Nag-pur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Penin sula.	Jodhpur.
386	387	388	389	390	391	392	393	394	395
(*a*) Total number of accidents ..	..	188	15	169	2,333	323	1,008	1,233	17
(*b*) *Affecting Railway Servants.*									
1. Railway workshops ..	Killed ..	..	..	..	1	..	..	..	..
	Injured ..	187	2	165	2,282	319	1,005	1,233	17
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	50	..		..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	1	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	1	..	..
	Injured ..	..	..	3	..	..	..	..	..
Total (*b*) ..	Killed ..	..	..	..	1	..	1	..	..
	Injured ..	188	2	168	2,332	319	1,006	1,233	17
(*c*) *Affecting other persons.*									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	2	..	..	..
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
Total (*c*) ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..		..	2	..	..	..
GRAND TOTAL (*b*+*c*) ..	Killed ..	..	..	..	1	..	1	..	..
	Injured ..	188	2	168	2,332	321	1,006	1,233	17

DIX D (*vi*).

and certain other places and the number of Railway servants and other persons killed or injured.

Railways.											
Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 402, 403 and 404).	No. of accidents and No. of persons killed or injured.	
396	397	398	399	400	401	402	403	404	405	406	
786	92	424	943	..	1,070	8,601	61	1	8,663	(a) Total number of accidents.	
										(b) *Affecting Railway Servants.*	
..	..	..	2	..	1	4	..	..	4	Killed	1
786	92	424	939	..	1,069	8,521	60	1	8,582	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	3
..	..	..	1	..	..	51	..	..	51	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	1	..	..	2	..	..	2	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	5
..	..	..	..	..	..	3	..	..	3	Injured	
..	..	..	2	..	1	5	..	..	5	Killed	Total (*b*).
786	92	424	941	..	1,069	8,577	60	1	8,634	Injured	
										(c) *Affecting other persons.*	
..	..	..	..	..	..	..	1	..	1	Killed	1
..	..	..	..	..	..	2	..	..	2	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	3
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	5
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	1	..	1	Killed	Total (*c*).
..	..	..	..	..	..	2	..	..	2	Injured	
..	..	..	2	..	1	5	1	..	6	Killed	Grand Total (*d*).
786	2	424	941	..	1,069	8,579	60	1	8,640	Injured	

APPEN

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal . . .	3′ 3⅜″	203	100·0	878	98·7	0·68	5,728	88·7	1·50
Bengal and North-Western	3′ 3⅜″	394	75·6	1,596	68·0	12·7	12,754	*Nil*	3·94
Bengal-Nagpur . .	5′ 6″	660	100·0	1,203	95·8	4·20	22,996	82·3	17·7
	2′ 6″	111	92·8	381	92·1	*Nil*	1,987	85 2	0·10
Bombay, Baroda and Central India.	5′ 6″	362	100·0	‡997	100·0	*Nil*	10,348	95·1	2·42
	3′ 3⅜″	471	100·0	§1,489	99·9	0·07	9,574	41·5	12·4
	2′ 6″	27	*Nil*	74	*Nil*	*Nil*	337	*Nil*	*Nil*
Eastern Bengal . .	5′ 6″	293	100·0	1,119	99·9	0·09	8,623	60·5	39·4
	3′ 3⅜″	207	100·0	1,121	89·3	10·7	5,513	39·5	2·12
	2′ 6″	9	*Nil*	56	*Nil*	*Nil*	21	*Nil*	*Nil*
East Indian . . .	5′ 6″	1,546	99·4	3,292	98·8	1·18	52,357	79·1	19·7
Great Indian Peninsula .	5′ 6″	662	100·0	1,967	100·0	*Nil*	10,307	92·5	7·27
	2′ 6″	21	*Nil*	53	*Nil*	*Nil*	233	*Nil*	*Nil*
Jodhpur	3′ 3⅜″	103	87·4	366	90·2	8·47	2,903	15·1	4·34
Madras and Southern Mahratta.	5′ 6″	308	99·4	844	98·1	1·90	6,109	89·0	10·9
	3′ 3⅜″	321	71·7	920	94·7	2·17	6,883	2·83	44·7
Mysore	3′ 3⅜″	86	90·7	288	91·7	5·50	1,488	53·8	16·8
	2′ 6″	12	91·7	30	10·0	*Nil*	88	3·40	96·6
	2′ 0″	6	*Nil*	5	*Nil*	*Nil*	52	*Nil*	*Nil*
Nizam's State . .	5′ 6″	85	100·0	177	99·4	0·57	2,422	80·6	17·1
	3′ 3⅜″	83	88·0	175	100·0	*Nil*	1,436	33·7	1·11
North Western . .	5′ 6″	1,166	99·3	3,469	100·0	*Nil*	30,245	93·8	6·23
	2′ 6″	100	*Nil*	352	87·5	*Nil*	902	75·4	0·78
Rohilkund and Kumaon .	3′ 3⅜″	89	79·8	225	55·6	21·6	2,989	1·00	0·57
South Indian . . .	5′ 6″	154	100·0	467	97·6	2·35	2,529	80·3	19·0
	3′ 3⅜″	409	100·0	†1,487	95·0	4·03	6,245	4·46	4·41
	2′ 6″	11	54·5	35	*Nil*	*Nil*	78	*Nil*	*Nil*
Total .		7,890	94·5	23,088	94·0	2·72	214,247	68·6	13·4
CLASS II RAILWAYS.									
Barsi Light . . .	2′ 6″	31	93·5	121	100·0	*Nil*	286	43·7	56·3
Bengal Dooars . .	3′ 3⅜″	19	47·4	72	15·3	45·8	448	0·44	*Nil*
Bhavnagar State . .	3′ 3⅜″	30	76·9	207	91·8	6·76	1,213	0·25	0·99
Bikaner State . . .	3′ 3⅜″	57	59·6	179	32·9	22·3	1,258	6·12	0·23
Darjeeling Himalayan .	2′ 0″	34	2·90	126	100·0	*Nil*	500	100·0	*Nil*
Dibru Sadiya . . .	3′ 3⅜″	29	79·3	60	85·0	15·0	1,131	25·9	69·6
Gaekwar's Baroda State .	3′ 3⅜″	24	95·8	92	100·0	*Nil*	321	21·2	3·43
	2′ 6″	37	*Nil*	137	*Nil*	*Nil*	722	*Nil*	*Nil*
Gondal	3′ 3⅜″	28	100·0	145	95·2	4·83	697	0·14	2·00
Jaipur State . . .	3′ 3⅜″	16	100·0	86	100·0	*Nil*	243	100·0	*Nil*
Jamnagar and Dwarka .	3′ 3⅜″	16	75·0	74	71·6	21·6	673	97·2	*Nil*
Junagad State . .	3′ 3⅜″	18	100·0	168	100 0	*Nil*	370	0·27	5·41
Morvi	3′ 3⅜″	22	90·9	125	97·6	*Nil*	378	3·44	4·23
Shahdara (Delhi)-Saharanpur	2′ 6″	10	*Nil*	53	*Nil*	*Nil*	278	*Nil*	*Nil*
Total	..	380	63·9	1,645	74·0	7·42	8,521	23·3	12·0
GRAND TOTAL (CLASS I & II RAILWAYS).	..	8,270	93·1	24,733	92·7	3·02	222,768	66·8	13·3

† Includes 48 Trailer Coaches (Electric).
‡ Includes 120 Trailer Coaches (Electric).
§ Includes 3 Sentinel Coaches.

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1940.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Railway system.
11	12	13	14	15	16	17	18	19	20	21	22
											CLASS I RAILWAYS.
737	*Nil*	93·1	10	221	242	473	100·0	95·7	100·0	97·9	Assam-Bengal.
1,367	*Nil*	100·0	64	565	78	707	100·0	58·7	100·0	64·0	Bengal and North Western.
(c)877	2·40	97·6	54	377	207	638	100·0	97·9	99·0	98·5	Bengal-Nagpur.
(c)350	*Nil*	92·3	8	178	71	257	100·0	88·1	80·7	86·2	
772	*Nil*	100·0	*Nil*	315	161	476	*Nil*	98·4	66·5	84·7	Bombay, Baroda and Central India.
1,283	*Nil*	100·0	*Nil*	660	268	928	*Nil*	89·8	100·0	92·5	
74	*Nil*	41·9	*Nil*	34	27	61	*Nil*	77·3	100·0	85·9	
777	*Nil*	100·0	3	166	260	429	100·0	74·1	67·1	70·0	Eastern Bengal.
794	*Nil*	100·0	15	308	257	580	100·0	100·0	100·0	100·0	
56	*Nil*	41·1	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	
(*b*)2,770	*Nil*	80·8	126	1,125	811	2,062	100·0	96·3	97·6	97·0	East Indian.
(*a*)1,268	*Nil*	100·0	1	417	346	764	100·0	80·3	76·9	78·8	Great Indian Peninsula.
51	*Nil*	100·0	*Nil*	26	20	46	*Nil*	92·9	100·0	95·8	
330	*Nil*	98·8	13	96	128	237	100·0	100·0	100·0	100·0	Jodhpur.
602	*Nil*	98·3	*Nil*	217	270	487	*Nil*	97·3	97 8	97·6	Madras and Southern Mahratta.
781	*Nil*	98·3	*Nil*	300	352	652	*Nil*	100·0	96·7	98·2	
240	*Nil*	100·0	2	187	31	220	100·0	100·0	100·0	100·0	Mysore.
27	*Nil*	100·0	*Nil*	22	*Nil*	22	*Nil*	100·0	*Nil*	100·0	
5	*Nil*	*Nil*	*Nil*	3	*Nil*	3	*Nil*	100·0	*Nil*	100·0	
146	14·4	85·6	*Nil*	55	33	88	*Nil*	100·0	100·0	100·0	Nizam's State.
143	36·4	63·6	*Nil*	69	26	95	*Nil*	93·2	96·3	94·1	
*2,547	*Nil*	96·7	24	954	820	1,798	100·0	100 0	100·0	100·0	North Western.
¶202	*Nil*	78·5	8	170	45	223	100·0	100·0	100·0	100·0	
238	*Nil*	100·0	3	91	52	146	100·0	67·9	100·0	77·2	Rohilkund and Kumaon.
357	*Nil*	94·1	*Nil*	130	112	242	*Nil*	100·0	100·0	100·0	South Indian.
1,365	*Nil*	95·5	*Nil*	560	291	851	*Nil*	85·5	67·4	78·3	
35	*Nil*	100·0	*Nil*	8	1	9	*Nil*	44·4	9·09	31·0	
18,284	0·21	94·3	331	7,254	4,909	12,494	100·0	88·6	90·2	89·5	Total.
											CLASS II RAILWAYS.
110	*Nil*	100·0	*Nil*	29	13	42	*Nil*	36 5	68·4	42·4	Barsi Light.
64	*Nil*	100·0	3	17	9	29	100·0	54·8	90·0	65·9	Bengal Dooars.
144	*Nil*	100·0	*Nil*	81	14	95	*Nil*	100·0	100·0	100·0	Bhavnagar State.
143	*Nil*	96·5	5	84	17	106	100·0	100·0	100·0	100·0	Bikaner State.
105	5·70	87·6	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Darjeeling Himalayan.
53	*Nil*	94·3	*Nil*	32	12	44	*Nil*	100·0	100·0	100·0	Dibru Sadiya.
166	*Nil*	100·0	*Nil*	52	28	80	*Nil*	100·0	100·0	100·0	Gaekwar's Baroda State.
268	*Nil*	99·3	*Nil*	79	42	121	*Nil*	97·5	100·0	98·4	
115	*Nil*	100·0	*Nil*	63	18	81	*Nil*	100·0	100·0	100·0	Gondal.
82	*Nil*	100·0	*Nil*	60	2	62	*Nil*	100·0	100·0	100·0	Jaipur State.
56	*Nil*	100·0	*Nil*	31	*Nil*	31	*Nil*	88·6	*Nil*	88·6	Jamnagar and Dwarka.
147	*Nil*	100·0	*Nil*	65	37	102	*Nil*	100·0	86·0	94·4	Junagad State.
96	*Nil*	100·0	*Nil*	46	17	63	*Nil*	100·0	85·0	95·4	Morvi.
53	*Nil*	100·0	*Nil*	*Nil*	2	42	100·0	*Nil*	..	*Nil*	Shahdara(Delhi)-Saharanpur.
1,102	0·38	98·1	8	639	211	898	61·5	82·8	85·8	87·7	Total.
19,886	0·50	94·6	339	7,893	5,120	13,392	98·5	88·1	90·0	89·4	GRAND TOTAL (CLASS I & II RAILWAYS.)

* Includes 259 Railway Service Vehicles, 146 officers Saloons, 48 Porter & Cheeker Vans, 32 Store Vans, 19 Medical Cars, 12 Medical Vans, 1 Travelling Charging Plant Car and 1 Tool Van.

¶ Includes 14 prison Vans.

(*a*) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 125 reserved cars and 52 non-passenger carrying vehicles.

(*b*) Includes 3 steam coaches.

(*c*) Difference with the total of figures in Columns No. 46 and 62 of statement No. 10-B against B. N. Railway represents 126 gasholders, storevans, relief Vans etc. on the Broad gauge and 5 relief Vans on the Narrow gauge.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1939-40.

Railway system.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Total cost.	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
Class I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	82,962	95,135	2,134	1,80,231	138·0	0·04
Bengal and North Western	80,757	82,925	2,396	1,66,078	79·6	0·02
Bengal Nagpur	2,03,713	(a) 4,28,890	25,441	6,58,044	193·9	0·04
Bombay, Baroda and Central India	2,85,901	6,20,631	15,556	9,22,088	262·8	9·13
Eastern Bengal	(b) 2,14,014	3,30,621	25,382	5,70,017	283·9	0·04
East Indian	3,05,885	7,37,207	38,576	11,41,668	260·1	0·03
Great Indian Peninsula	3,87,684	4,10,264	14,010	8,11,958	220·4	0·04
Jodhpur	7,912	23,023	5,918	36,843	33·7	0·01
Madras and Southern Mahratta	2,07,912	2,85,510	7,960	5,01,382	169 0	0·03
Mysore State	*Nil*	28,500	*Nil*	28,500	39·1	0 01
Nizam's State	1,73,194	*	31,965	2,05,159	150·9	0·05
North Western	(c) 5,51,850	10,31,246	24,677	16,07.773	232·0	0 06
Rohilkund and Kumaon	15,041	24,279	685	40,008	70·2	0·02
South Indian	(d) 2,19,417	1,38,743	2,355	3,60,515	142·3	0·02
Total	27,96,242	42,36,974	1,97,048	72,30,264	197·8	0·04
Class II.						
Barsi Light	4,300	6,140	99	10,539	52·0	0·02
Bengal Dooars	*Nil*	6,924	169	7,093	44·2	0·01
Bhavnagar State	12,951	13,029	*Nil*	25,980	84·6	0·04
Bikaner State	31	8,352	239	8,622	10·1	0·01
Darjeeling Himalayan	1,562	*Nil*	*Nil*	1,562	10·7	0·00
Dibru Sadiya	*Nil*	4,949	*Nil*	4,949	58·9	0·01
Gaekwar's Baroda State	*Nil*	10,765	40	10,805	16·3	0·01
Gondal	12,326	35,776	35	48,137	225·5	0 09
Jaipur State	(e)	(e)	(e)	(e)	(e)	(e)
Jamnagar Dwarka	1,754	3,651	19	5,424	31·5	0·02
Junagad State	5,131	2,022	*Nil*	7,153	31·2	0·01
Morvi	6,442	1,731	*Nil*	8,173	61·8	0·02
Shahdara (Delhi)-Saharanpur Light	*Nil*	4,770	301	5,071	54·8	0 05
Total	44,497	98,109	902	1,43,508	41·3	0·02
Class III Total	15,990	7,512	108	23,610	21·1	0·01
Grand Total	28,56,729	43,42,595	1,98,058	73,97,382	179·7	0·04

* Included in column 2.

(a) Includes Salaries, Passages, Travelling & other allowances of the Superintendent and other Inspecting Staff.

(b) Includes adjustment of excess recovery made by the Provincial Government in 1938-39; as well as the excess recovery on account of Order Police of Coach Behar State Railway for the years 1937-38 and 1938-39.

(c) Includes a throwforward of Rs. 21,970 from the previous years.

(d) Includes Rs. 1,058 for additional Police Guard for War emergency.

(e) The cost of Police force and Watch and Ward Staff is borne by the Jaipur Government under Jaipur State Police Budget.

APPENDIX G.

Errata showing (*i*) Corrections in comparative statements (*i.e.*, statements in which two or more years' figures are published),

(*ii*) Corrections in statements in which only one year's figures are published, and

(*iii*) Corrections relating to earlier years [other than those referred to at (*i*) and (*ii*)] in Vol. II of the annual Report by the Railway Board on Indian Railways.

PART I.—*Corrections in comparative statements showing two or more years' figures [item (i) in heading above].*

Please see corrected figures referred to as "revised figures" in footnotes on pages 47, 114, 134, 222, 223, 234, 246, 248, 250 to 267 and 275.

PART II.—*[Showing particulars of (ii) and (iii) heading above].*

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of—			Particulars.	
			Page(s).	Summary / Statement / Appendix.	Column No.	Figures as shown.	Figures as should be.
1938-39	North Western	1937-38	134	Statement 20 ..	6	15·9	13·9
1937-38	Grand Total (d)	1937-38	241	Appendix D ..	53	4,84	4,849
1938-39	Eastern Bengal (3′ 3-3/8″) ..	1938-39	79	Statement 10 ..	8 & 10	.. & ..	2 & 56
1938-39	Do.	1938-39	79	Do. ..	11 & 13	2 & 56	.. & ..
1938-39	Total (3′ 3-3/8″)	1938-39	79	Do. ..	8 & 10	5 & 531	7 & 587
1938-39	Do.	1938-39	79	Do. ..	11 & 13	6 & 281	4 & 225
1938-39	Eastern Bengal (3′ 3-3/8″) ..	1938-39	87	Do. ..	16	8,006	7,808
1938-39	Total (3′ 3-3/8″)	1938-39	87	Do. ..	16	49,553	49,355
1938-39	North Western (5′ 6″) ..	1938-39	79	Do. ..	8, 9 & 10	(*a*)7, 7&589	.., .. & ..
1938-39	Do.	1938-39	79	Do. ..	11, 12 & 13	.., .. & ..	(*a*)7, 7&589
1938-39	Total (5′ 6″)	1938-39	79	Do. ..	8, 9 & 10	12, 85 & 1,019	5, 78 & 430
1938-39	Do.	1938-39	79	Do. ..	11, 12 & 13	7, .. & 715	14, 7 & 1,304
1938-39	North Western (2′ 6″) ..	1938-39	79	Do. ..	8, 9 & 10	3, .. & 108	6, 70 & ..
1938-39	Do.	1938-39	79	Do. ..	11, 12 & 13	6, 70 & ..	3, .. & 108
1938-39	Total (2′ 6″)	1938-39	79	Do. ..	8, 9 & 10	6, 18 & 204	9, 88 & 96
1938-39	Do.	1938-39	79	Do. ..	11, 12 & 13	7, 70 & 58	4, .. & 166
1938-39	North Western (2′ 6″) (Goods). ..	1938-39	88	Do. ..	4	23	83
1938-39	Total—Goods—(2′ 6″) ..	1938-39	88	Do. ..	4	74	134
1938-39	Class I Railways (5′ 6″) ..	1938-39	10	Summary VIII ..	6, 7, 8 & 9	12, 1,104 & 7 & 715	5, 508, 14 & 1,311
1938-39	Class I Railways (3′ 3-3/8″) ..	1938-39	10	Do. ..	6, 7, 8 & 9	5, 567 & 6 & 228	7, 623, 4 & 225
1938-39	Class I Railways (2′ 6″ & 2′0″)	1938-39	10	Do. ..	6, 8 & 9	6, 7 & 58	9, 4 & 166
1938-39	Class I Railways (3′ 3-3/8″) ..	1938-39	10	Summary IX ..	13	140	—140
1938-39	By Gauges (3′ 3-3/8″) ..	1938-39	10	Do. ..	18	2	—2
1938-39	Class II Railways (2′ 6″ & 2′ 0″)	1938-39	11	Do. ..	21	28	—28
1938-39	Morvi	1938-39	226	Statement 35 ..	10	24	42
1938-39	Averages (5′ 6″ & 3′ 3-3/8″ gauges). ..	1938-39	150	Statement 26(*b*) ..	4	0·18 & 0·20	2·88 & 3·20

H5 3RB—850—21-1-41—GIPS

00134520

Digitized with financial assistance from

Government of Maharashtra

on 01 February, 2020